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11 March 2005

Issue 806



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1998 Iveco Maxim, 29 seater, radio/PA, air con, power door, seatbelts	£39,000
1997 Mercedes 814 Optare Nouvelle, 28 seater, racks, forced air, power door	£25,000
2000 Volvo B10MT Van Hool T9, 49/53 reclining seats demountable toilet, air conditioning, long MOT	£125,000
1999 MAN 18310 Marcopolo, 49 reclining seats toilet boiler, fridge, TV video, air conditioning, long MOT, 90,000kms,	£90,000



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2001 DENNIS R SERIES PLAXTON PANTHER, 49 recliners, crew seat, centre sunken toilet, continental door, fridge, boiler, double glazed, air conditioned	£93,000
2000 (X) IVECO BEULAS EL MUNDO, auto G/B, 49 recliners, full spec with air conditioning, video/monitor	£110,000
2000 IVECO BEULAS EL MUNDO, 49 recliners, full spec with air conditioning, video & monitor RING TO VIEW	£105,000
2000 (W) MAN 18.350 NEOPLAN TRANSLINER, 53 recliners, fridge, video/monitor, air conditioning, alloys	£95,000
1999 (T) VOLVO B10M PLAXTON PREMIERE 350, 53 recliners, crew seat, air conditioning, Telma, rack locker doors, double glazing	£89,000
1999 VOLVO B10M PLAXTON PREMIERE 350, 48 recliners, crew seat, air conditioning, rear sunken toilet, fridge, Telma retarder, rear continental door, rack locker doors	£89,000
1999 BOVA FUTURA FHD, 49 recliners, crew seat, air conditioning, centre sunken toilet, continental door, Telma	RING TO VIEW £95,000
1998 VOLVO B10M BERKHOF AXIAL 49 recliners, crew seat, air conditioning, double glazing, centre sunken toilet, hot water boiler, microwave, video & 2 monitors, continental door, driver's bunk, Webasto, Telma retarder, exterior finished in white unsignedwritten	£76,500
1998 VOLVO B10M BERKHOF AXIAL 49 retrrimmed recliners, centre toilet/cont. door, fridge, boiler, webasto, Telma, air conditioned	£80,000
1997 SCANIA K113 IRIZAR CENTURY TRI-AXLE, 49 recliners, full executive spec with DVD, twin monitors	£62,000
1996 SCANIA K113 IRIZAR CENTURY TRI-AXLE, 49 recliners, full executive spec with DVD, twin monitors	£57,000
1996 MERCEDES 814 ROBIN HOOD 16 seater, air conditioned, power door, to be sold with new MOT	£18,750
1995 DENNIS JAVELIN MARCOPOLI, 49 recliners, crew seat, saloon toilet, rear continental door, servry unit, air conditioning, video/monitor, 3-step entrance	£36,500
1995 SETRA S210H 24 Ambiente recliners, 6 tables 2 crew seats, rear saloon, toilet, rear servry, video + monitor, air conditioned.....	RING TO VIEW £50,000

VOLVOS

1998 VOLVO B10M PLAXTON PREMIERE 350 49/53 recliners, crew seat, double glazed, rear sunken toilet/ continental door	£82,500 Reduced to £72,500
1997 VOLVO B10M JONCKHEERE MISTRAL, 51 recliners, crew seat, rear saloon toilet, continental door, boiler by crew seat	£67,000
1995 VOLVO B10M VAN HOOL ALIZEE, 49 recliners, crew seat, on floor toilet, rear continental door, Telma, radio/PA/monitor, curtains, double glazed	£55,000
1992 VOLVO B10M VAN HOOL ALIZEE, 53 recliners, crew seat, double glazed, Webasto RING TO VIEW	£35,000
1990 VOLVO B10M JONCKHEERE DEAUVILLE 599, low driver, 51 Vogel recliners, crew seat, rear sunken toilet, continental door, boiler, double glazing	£24,000

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1990 VOLVO B10M PLAXTON PARAMOUNT 3200, 57 seater	£22,950
1989 VOLVO B10M PLAXTON PARAMOUNT 3200, 53 recliners, rear continental door, Telma	£18,000
1989 VOLVO B10M PLAXTON PARAMOUNT 3500, 51 recliners, centre continental door, double glazed	£17,000
1989 VOLVO B10M JONCKHEERE DEAUVILLE 599 low driver, 49 recliners, driver's cab door	£17,000
1989 VOLVO B10M DUPLEX 340 34 Vogel recliners, crew seat, centre wheel chair lift, rear sunken toilet, rear servry, 7 tables, power door	£12,500
1986 VOLVO B10M CAETANO ALGARVE, 53 seats	£9,000
1985 (C) VOLVO B9M PLAXTON PARAMOUNT 3200, 43 retrrimmed seats, retractable belts, curtains, carpet, radio/PA	£15,000

OTHER COACHES & MIDIS - MINIS

2000 MERCEDES 814 OPTARE NOUVELLE II 33 seats, 3-point belts, rear boot, inswing coach door, racks/reading lights/forced air ventilation, driver's fan, radio/tape/PA, curtains, carpet, wallet dash trim	£47,000
2000 MAN 18.350 NEOPLAN TRANSLINER 49 recliners, crew seat, centre sunken toilet, continental door, hot water boiler, fridge in dashboard, double glazing	£95,000
1996 DENNIS JAVELIN PLAXTON PREMIERE 320 53 recliners, crew seat	£46,000
1995 MAN 18.370 BERKHOF EXCELLENCE 1000LD 51 recliners, crew seat, centre sunken toilet, continental door, fridge, hot water boiler, double glazing	£20,500 REDUCED TO £34,000
1995 TOYOTA OPTIMO 18 seats, large new boot, interior luggage pen	£10,250
1995 MERCEDES 814 CRYSTALS 33 coach seats, power door, rear boot, racks, forced air ventilation, reading lights	£19,500
1995 FORD TRANSIT 230 DEVON 16 seats, power door, rear wheelchair lift & tracking... £5,750	
1994 (M) MERCEDES 711 MELLOR 22 coach seats, power door, 2 tables, racks, rear boot	£11,500
1994 TOYOTA OPTIMO 18 seats, large rear boot, interior luggage pen	£7,750
1994 MAN 11.190 BERKHOF EXCELLENCE 1000 MIDI 22/30 recliners, rear saloon toilet, rear servry, 4 tables, continental door, retarder, radio/tape/PA/video monitor	£42,500
1993 DODGE PP160 WS VANGUARD II 33 semi-coach seats, 3 point seat belts, luggage racks, rear boot, tinted windows, radio/PA, auto G/B	£12,000
1992 BOVA FUTURA FHD 55 newly retrrimmed recliners, crew seat, double glazed, demounted centre toilet & continental door	£31,500
1990 LEYLAND TIGER 290 PLAXTON PARAMOUNT 3500 Cummins L10 ZFM, 49 retrrimmed recliners, crew seat, rear continental door, sunken toilet, drinks machine, Telma, radio/tape/PA/monitor	£19,000
1990 MERCEDES 0303 PLAXTON PARAMOUNT 3500 53 seats, power door	£27,000
1990 MERCEDES 603 M2M, 23 seats	£3,750
1990 TOYOTA OPTIMO, 18 seater, rear hideaway wheelchair lift	£4,500
1988 DAF MB230 PLAXTON PARAMOUNT 51 recliners, crew seat, rear continental door	£7,500
1988 SCANIA K112 PLAXTON PARAMOUNT 3500, 49 retrrimmed recliners, centre sunken toilet, crew seat, continental door	£14,000
1986 BEDFORD YMP/S PLAXTON PARAMOUNT 3200, 35 seats, power door	£3,500
1983 LEYLAND TIGER PLAXTON PARAMOUNT 3200, 48 seats, crew seat, rear saloon toilet	£3,950

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2001 NEOPLAN N316.SHD EUROLINER INTEGRAL 12M

49/53 recliners, purple/multi-col moquette, centre sunken demountable toilet, double glazed tinted side windows, curtains, courier seat, AIR CON, drinks machine, fridge, wired for TV/video and Voith retarder.

Exterior white.



2001 IVECO EURORIDER BEULAS EL MUNDO 12M

48 recliners, green/multi-col moquette, rear floor mounted toilet, double glazed tinted side windows, curtains, courier seat, AIR CON, rear servery with drinks facility, fridge and cupboards, wired for TV/video, power operated driver's and courier's windows, driver's door, automatic gearbox and power operated luggage access flaps. Exterior metallic silver/grey.



2001 (Sept) SCANIA L94 VAN HOOL ALIZEE-H 12M

49/53 recliners, black multi-col moquette, centre sunken demountable toilet, double glazed tinted side windows, curtains, courier seat, aircraft style doors to hatracks, SUTRAK AIR CON, fridge, drinks machine, Comfort shift gearbox, retarder and wired TV/video. Exterior white.



2000 VOLVO B10M PLAXTON PREMIERE 350 12M

49 recliners, red/orange/black moquette, rear sunken toilet, double glazed side windows, courier seat, curtains, AIR CON, aircraft style doors to hatracks and TELMA retarder. Exterior white.



2000 IVECO EURORIDER BEULAS STERGO-e 12M

49 recliners, blue/multi-col moquette, centre sunken toilet, power operated continental door, double glazed tinted side windows, curtains, courier seat, AIR CON, driver's sleeping berth, drinks machine, fridge, wired for TV/video, driver's door, and power courier's and driver's windows. Exterior white.



1998 VOLVO B10M VAN HOOL ALIZEE-II 12M

53 recliners, black multi-col moquette, double glazed side windows, courier seat, curtains, Webasto pre-heater, inswinging entrance door, alloy wheels and no rear window. Exterior white.

1998 SCANIA K113 VAN HOOL ALIZEE-HE 12M

49 recliners, re-trimmed in blue multi-col moquette, centre sunken toilet, double glazed side windows, curtains, courier seat, AIR CON, fridge, drinks machine, driver's berth, Comfort shift gearbox, retarder, alloy wheels and wired TV/video. Exterior white.



1997 DAF SB3000 IKARUS 350 12M

53 recliners, grey multi-col moquette, double glazed side windows with pull-down blinds and courier seat. Exterior white.

MARCH ARRIVALS INCLUDE

2002 SETRA S315 GTHD 12M 48 recliners. Choice of four.

2002 SETRA S315 GTHD 12M 49 recliners.

2001 SCANIA K124 VAN HOOL ALIZEE-II 12M 49 recliners. Choice of three.

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Tata buys stake in Hispano

India's largest bus, truck and car manufacturer, and the fifth largest manufacturer of medium and heavy commercial vehicles in the World, Tata Motors, has acquired a 21% stake in the Spanish manu-

products have been sold in the UK although EvoBus did import a number of Vita bodied coaches on Mercedes O.404 chassis prior to the introduction of the Touro. The Vita was the first coach in Europe

Originally set up as Van Hool's Spanish operation, Hispano builds buses, trolleybuses, dual-purpose vehicles and coaches on a full range of chassis. There is no longer any link with the Belgian

the growing potential of this sector in India and other export markets, besides providing us with a foothold in developed European markets.'

Tata produces more than 150 commercial vehicle models covering light, medium and heavy trucks as well as buses. It had annual revenues of US\$3.5 billion in 2003-2004.

Tata has sold light



L to R: Volvo B12B Hispano Divo coach, Volvo B7L Hispano Habit single deck bus and typical Tata bus as used in India.

facturer Hispano Carrocera SA for €12million. The Indian company also has an option to purchase the whole of the company, which is based in a modern facility in Zaragoza.

Hispano claims 25% of the Spanish market. Few of its

to meet the ECE R66 rollover regulations. More recently Volvo Bus UK has been operating both B7L and B7L articulated buses with the stylish Hispano Habit body. Hispano's most recent coach model is the Divo, which was designed for it by Pininfarina.

company.

Speaking of the deal, Ravi Kant, Executive Director for the commercial vehicle business at Tata said, 'This strategic alliance with Hispano Carrocera will give us access to its design and technological capabilities to fully tap

commercial vehicles in the UK, using old Mercedes Benz technology. There were plans during the 1980s for Carlton PSV Sales to import Tata minibuses, and though one was shown here, none were actually imported.

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Arriva turns in good figures

Arriva's preliminary results for the year ended 31 December 2005 show that the Group performed well both in the UK and overseas. Turnover was up 13% to £1,800million and pre-tax profit up 15% at £116.3million. Earnings per share were up 25% to 44.9p and final dividend was up 5p to 14.07p

giving a total dividend for the year of 18.9%.

The UK Bus Division increased turnover to £651.5million (£604m:2003) and operating profit was up at £62.6million (£57.2million:2003). Arriva is the largest operator in London, with

19% of services, and has seen a growth of 26% in passenger journeys over the last three years, 10% of this in the past year. During 2004 Arriva increased its contracted London mileage by 5% and this will rise by a further 4% during 2005.

The company's UK Rail division also did well, increasing turnover to £509million (£433m:2003) and operating profit to £31.5million (£24m:2003).

The International division increased turnover to £514.8million (£424.9m:2003) and operating

profit to £32.7million (£24.8m:2003). Arriva operates in Denmark, Holland, Italy, Sweden, Portugal and Spain. It recently added Germany with the purchase of two rail companies and a major bus operation centred on Frankfurt.

Arriva is the only one of the big UK bus groups to have its own bus and coach dealership, Arriva Bus and Coach. The company turned in a profit of £3.2million (£2.9m:2003) on a reduced turnover of £17.4million (£22.9m:2003).

... and expansion in Portugal

... and announces Board Changes

The company has also announced expansion of its operations in Portugal by entering into a new joint venture to create a multimodal transport operation in Lisbon. Under the arrangement, Arriva will combine its TST bus and coach operation serving the commuter region to the south of Lisbon into a 50/50 joint venture with the Lisbon based bus and rail subsidiaries of the Barraqueiro Group. The two companies have worked together before. Arriva acquired its original 51% interest in TST from Barraqueiro in June 2002 and then went on to buy the complete company in August 2003.

Barraqueiro operates 470

vehicles in the North and East of Lisbon. It is also the only private rail operator in Portugal. Its subsidiary Fertagus operates the cross-river railway from the centre of Lisbon to Setubal on the Southern Peninsula.

The new Group also holds 34% shareholding in MTS - Metro Transportes do Sul - the consortium currently constructing the new tram network, serving the area South of Lisbon. The company will begin running it in 2006 will continue doing so until 2032.

The new Group will employ 2,150 people and operate 1,100 vehicles.

Chief Executive Bob Davies also announced a re-organisation of responsibilities at Board level.

David Martin becomes Group Managing Director Operations and Deputy Chief Executive. He was formerly Board Director responsible for Internal Operations.

Steve Clayton becomes Group Managing Director-Corporate affairs. He was previously Board Director responsible for Operations.

Steve Lonsdale becomes Group Managing Director-Finance. He was formerly Finance Director.

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2004 DAF SB400XF auto VANHOOL ALIZEE T9, 51 reclining seats, centre sunken toilet, air con
2004 DAF SB400XF auto VANHOOL ALIZEE T9, 51 reclining seats, rear toilet, air con
2004 DAF SB400PF auto VANHOOL ALIZEE T9, 53 reclining seats
2001 EOS 90 auto MAN eng, 48 reclining seats, rear toilet, air con
2000 EOS 90 auto MAN eng, 46 reclining seats, rear toilet, air con
2000 DAF SB3000 auto IKARUS 396, 49 reclining seats, rear toilet, air con
2000 SCANIA K124 C shift VANHOOL ALIZEE T9, 49 reclining seats, centre sunken toilet, air con
1999 DAF SB3000 auto VANHOOL ALIZEE H, 49 reclining seats, centre sunken toilet, air con
1999 EOS 90 man MAN eng, 48 reclining seats, rear toilet, air con
1999 OPTARE EXCEL auto CUMMINS 215 bhp eng, 44 seats, 21 standees, buggy space
1999 MERCEDES 412D auto WHITACRES, 14 seats with 3 point belts, large rear luggage
1998 DAF SB3000 man VANHOOL ALIZEE H, 51 reclining seats, centre sunken toilet, air con
1998 DAF SB3000 auto VANHOOL ALIZEE H, 49 reclining seats, rear toilet, air con
1998 EOS 90 man MAN eng, 49 reclining seats, rear toilet, air conditioning
1998 EOS 90 man MAN eng, 48 reclining seats, rear toilet, air conditioning
1997 DAF SB3000 auto IKARUS 350, 53 reclining seats
1996 DAF SB3000 man PLAXTON PREMIERE 350, 53 reclining seats
1996 DAF SB3000 man VANHOOL ALIZEE DH, 51 reclining seats, centre sunken toilet, air con
1996 DAF SB3000 auto VANHOOL ALIZEE H, 49 reclining seats, centre sunken toilet, air con
1996 EOS 90 man MAN eng, 49 reclining seats, centre sunken toilet, air con
1996 EOS 90 man MAN eng, 51 reclining seats, rear toilet, air con
1996 EOS 80 man MERC eng, 30 reclining seats, rear toilet, air con
1995 DAF SB3000 man VANHOOL ALIZEE H, 51 reclining seats, centre sunken toilet
1994 DAF SB3000 m/ret VANHOOL ALIZEE DH, 51 reclining seats, centre sunken toilet
1993 DAF SB3000 auto VANHOOL ALIZEE H, 51 reclining seats, centre sunken toilet
1993 DAF SB3000 auto VANHOOL ALIZEE H, 51 reclining seats, rear toilet
1993 DAF SB3000 man VANHOOL ALIZEE H, 49 reclining seats, centre sunken toilet, air con
1992 DAF MB230 man VANHOOL ALIZEE H, 53 reclining seats
1992 DAF MB230 man VANHOOL ALIZEE H, 51 reclining seats, centre sunken toilet
1991 LEYLAND TIGER man PLAXTON PARAMOUNT 3200, 53 reclining seats, single glazed
1988 DAF SB2300 man DUPLE 320, 57 seats
1988 SCANIA K112 man PLAXTON 3500, 51 reclining seats
1987 SCANIA K112 man PLAXTON 3500, 55 reclining seats
1985 LEYLAND TIGER semi PLAXTON PARAMOUNT 3500, 49 reclining seats, rear toilet
1983 SCANIA man JONCKHEERE JUBILEE 50, 51 reclining seats, centre sunken toilet

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news

News Extra - boost for Scotland, see pages 25 & 26

Universitybus adopts new name and livery

Universitybus the highly successful bus operation operated by Hertfordshire University has adopted a new name and a new livery. The Operation has been re-branded UNO and the new pink and purple livery has been designed by industry experts Best Impressions. The livery will be applied to all the 50 vehicles operated by Universitybus.

Speaking of the changes UNO MD Bill Hiron said, 'Whilst originally established in 1992 to carry University staff and students, the UNO network now carries 2.5million passengers a year and is Hertfordshire's second largest bus operator. Independent research has shown that one third of bus users in the county did not realise that they could travel on our services. With the extensive



network now operated it was obvious that we needed a new image to better reflect our position as a mainstream bus operator with an identity that is both eye-catching and bright.

UNO operates from a modern purpose built depot on the former BAE Hatfield Airfield site, opened in 2002 and the average age of the fleet is just over five years with two thirds of vehicles being low floor accessible units.

Arriva to invest in new fleet for Durham

Arriva has also announced that it is to invest £3 in a new fleet of buses for the city of Durham. Twenty seven new buses and 57 refurbished ones carrying a new look livery scheme will hit the streets of Durham on the same day in July.

Trials with an unbranded vehicle were very positive. Steve Noble, MD of Arriva North East said, 'The feedback received by drivers was terrific. The passengers liked the accessibility, the comfort and the smoothness of the ride. By introducing so many new vehicles into service at one time, in one place, we will change the face of public transport overnight. We have chosen Durham to receive this investment because we believe the area is ripe for bus passenger growth and the new vehicles will complement our comprehensive, easy to understand network. Our investment here reinforces our commitment to providing people with real transport options and represents a step change for the future of public transport in Durham.'

Arriva is also planning to introduce a new network of improved services at the same time and possibly route branding. Engineering facilities at the Durham depot are being improved at the same time. Durham County Council is also planning to introduce, in conjunction with Arriva, better bus stop information and real time information, as well as completing the refurbishment of the bus station. Chris Tunstall, Deputy CEO of Durham County Council said, 'This is great news for public transport users and demonstrates the commitment of Arriva working in partnership for the provision of a first class bus service in County Durham.'

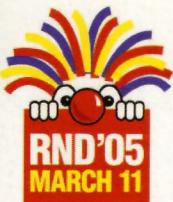
Kilduff joins Rohill

Eamonn Kilduff has joined Rohill UK as Sales and Business Development Manager reporting to MD Paul Zander-Hicks. Prior to joining Rohill Eamonn was Engineering Manager at Salvador Caetano.



Tony Giles joins HDP

Tony Giles has joined the Heavy Duty Parts team based at Sturton-le-Steeple, Lincs. Tony was previously Parts Manager for a North Lincolnshire Mercedes Dealer and has extensive knowledge of the Mercedes product range from the Vario 614 up to the Touro and Citaro. Heavy Duty Parts are extending their coverage to include the smaller Mercedes models with the aim of becoming a major player in this market segment. Appointing Tony is a key part of that exercise.



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51 Fixed; power door - Choice available
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2000 (V) Plaxton Paragon - R340 49 Recliners; Centre W/C; Centre cont' door; Drinks - One only. £99,500.00

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1995 (N) DAF MB230 - VanHool Alizee
49 Recliners; Cont' door; W/C
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1998 (R) DAF SB3000WS - Ikarus 358
49 Recliners; Cont' door; W/C
£52,500.00

1996 (N) Scania K113 - VanHool Alizee

46 Recliners; W/C; Servery
£42,500.00

1997 (P) Mercedes Benz 0814 - Autobus Nouvelle
25 Recliners; 2 Tables; Power door
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49 seats, ZF 6 speed, A/C, double glazing, Retarder, toilet, servery, water boiler, drinks, fridge, radio/pa/cassette



1994 DAF Bova Futura

48 seats, ZF 6 speed, double glazing toilet, drinks, Futurair system, radio/pa/cassette



1994 DAF Bova Futura

48 seats, ZF 6 speed, double glazing, A/C, curtains, toilet, servery, water boiler, drinks



1990 DAF SB2300

Jonckheere Deauville
51 seats, ZF 6 speed, double glazing, toilet



**2002 Iveco Eurorider
Beulas Stergo e**

53 seats, Automatic, 3 point seat belt, A/C, Webasto, Retarder, carpets, curtains



**2000 Iveco Eurorider
Beulas Stergo e**

47/51 seats, ZF 8 speed, carpets, curtains, A/C Webasto, Retarder, toilet, drinks



**1999 Iveco Eurorider
Beulas Stergo e**

48 seats, AVS gearbox, A/C double glazing, toilet, servery, water boiler, drinks, fridge, radio/pa/cassette



**1997 Iveco Eurorider
Beulas Stergo e**

50 seats, 8 speed, curtains, double glazing, A/C, servery, Water boiler, drinks



**1997 Dennis Javelin GX
Neoplan Transliner**

49 seats, 6 speed, A/C, double glazing, continental door, Telma, toilet, TV/Video, drinks



**1997 Dennis Javelin GX
Neoplan Transliner**

49 seats, ZF 6 Speed, A/C, curtains, double glazing, toilet, TV/Video, drinks, fridge



1996 Neoplan MAN Tri-Axle Cityliner

49 seats, ZF 8 Speed, A/C Webasto, servery, rear kitchen, oven, drinks, fridge, TV/Video



**1996 Neoplan MA
Cityliner**

49 seats, ZF 8 Speed, double glazed, auxiliary heater, toilet, TV/Video, toilet, drinks, fridge



**1993 MAN Tornado Setra
215HD**

49 seats, A/C, Telma, power door, toilet, TV/Video, radio/pa/cassette, fridge,



**1988 Bedford FL7 Volvo
Caetano Algarve**

53 seats, curtains, power door, radio/pa/cassette



**1999 Toyota Caetano
Optimo IV**

21 seats, curtains, power door, radio/pa/cassette



**1997 Volvo B10M Plaza
350**

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1987 DAF LAG Panaramic

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double glazing, driver
bunk, continental door,

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Berkhof Axial**

6 speed gearbox, 51/53
reclining seats, Double
glazing, A/C, toilet,
Radio/pa/cassette,

**1997 Dennis Javelin 240
Marco Polo**

6 speed gearbox, 50
seats, double glazing,
toilet, continental door

**2002 Iveco Eurorider
Beulas Stergo e**

49 seats, 8 Speed, 3
point seat belt, A/C,
Webasto, Retarder,
toilet, drinks, TV/Video



**2002 Iveco Indcar
Maxim II**

29 seats, Manual, A/C,
curtains, double glazing,
auxiliary heater, power
door, radio/pa/cassette

**1999 Iveco Indcar
Maxim I**

29 seats, 6 speed, A/C,
curtains, double glazing,
power door,
radio/pa/cassette

**1999 Iveco Indcar
Maxim I**

24 seats, 6 speed, A/C,
curtains, double glazing,
power door,
radio/pa/cassette

**1996 MAN 11.190
Berkhof Excellance**

33 seats, ZF 6 Speed,
double glazing, Telma,
power door, toilet,
TV/Video, drinks



**2001 MAN Neoplan
Transliner**

49/53 seats, ZF 6 speed,
A/C double glazed,
continental door, toilet,
TV/Video, drinks

**1999 MAN Neoplan
Transliner**

48 seats, 6 speed, A/C
double glazed,
continental door, toilet,
TV/Video, drinks

2003 Neoplan Starliner

8 speed, ZF gearbox, 44
seats, A/C, curtains,
double glazed, power
door, toilet, TV/video,
drinks, fridge,

**1997 Setra S250
Mercedes**

48 seats, ZF 6 speed
Manual, A/C, Telma,
power door, toilet,
TV/Video, fridge, drinks



**1995 Volvo B6R
Jonckheere Ascot**

35 seats, ZF 6 speed,
double glazed,
radio/pa/cassette

1994 Volvo B6 Caetano

35 seats, 6 Speed, double
glazed, continental door,
radio/pa/cassette/cd

1994 Volvo B6R

Jonckheere Ascot

33 seats, 6 speed,
curtains, power door,
Toilet, radio/pa/cassette.

**1993 Volvo B10M Plaxton
Premier 3200**

48 seats, toilet, drinks,
radio/pa/cassette,
continental door

The Elite Group – Moving up a gear

You're either in it, or you're not,' says David Nickson, Managing Director of the Elite Group of companies, explaining why he has embarked on a programme of expansion for Elite's coaching operations. He believes that small operators are already finding it difficult to cope with excessive levels of legislation and this will become more difficult as time goes on. Although Elite Services has always been run properly, recent experiences have convinced him that the only way forward is to expand and become even more professional than in the past.

In 2003 the very old established business of Carsville Coaches of Urmston was purchased from Steve and Dave Hughes, and in the past few weeks, Smiths of Marple has joined the fold.

was a friend of Dave's already and felt the same way about the future of coaching, in particular the need for growth. Dave wanted to expand and needed a right hand man to help manage the growth process. 'I'm restrained by what I can do. You need someone to take work off you so you can take time out to focus on which way the business is going,' said Dave.

Tony has always been Elite's CPC holder, but

Dave recently decided to obtain his qualifications. It was while undergoing the necessary training, with Specialist Training &

Consultancy Services of Accrington, that he became convinced that greater professionalism was required. He commented, 'in the past it was a case of getting a

Elite has never had a sloppy approach to operation. Dave Nickson has always believed in having systems and doing a quality job, but his eyes have been opened to the need to pay even more attention to the minutiae, and to set about formalising informal systems. A requirement for additional training has been identified throughout the company and as a first step drivers are being sent on tachograph refresher courses.

He knows he is by no means alone in not



L to R: Dave Nickson, Sam Nickson and Jason Hibbert.

Smiths was founded by Ken Smith and had been trading since the 1950s, being acquired by Jason and Julie Hibbert five years ago. Jason is now joining Tony Roberts and Dave Nickson, Elite's founders, on the Elite board.

It was Jason who approached Dave over joining forces. He had spent many years working for Elite,



The Ayats Bravo 1 coach in the process of having the latest livery vinyls applied. It is driven by Phil, who is fanatical about keeping it in pristine condition.

coach to the customer. Now you've got to be a lot more professional and accountable. You've got to review every aspect of your business regularly and know why you do everything you do. You also need to know, and be able to show, that your staff also know what they are doing, including all the current legislation.'

It has to be said that

having formally addressed some issues that are easily taken for granted. Although many operators only employ qualified fitters, he wonders whether they are fully compliant with the latest electrical regulations. 'Torque wrench setting procedures - do you provide fitters with the correct information for every vehicle, or do you assume they know it?' he asked, adding, 'how many risk assessments have been carried out?'

Elite Services

Elite Services began coaching operations in 1981 when Dave was only 23. From the outset it was a joint venture between the men, each of whom brought different skills to the enterprise.



Elite's Stockport premises house the depot and the seatbelt and MOT testing operations.

Tony, who is 15 years Dave's senior, had started out with the North Western Road Car Co at Charles Street, and later worked for the Godfrey Abbott Group, where Dave's father also worked. GAG was subsequently acquired by the Charterplan operation of Greater Manchester PTE and Tony did not stay long after the takeover. So it was that the two got together and Elite Coaches was established, initially with no vehicles.

Tony recalls, 'we should have stopped immediately, because we made a profit in the first few months. Our first trip was to the European Cup Final at the Parc des Princes stadium in Paris that May, when Liverpool beat Real Madrid 1:0. We hired in coaches to cover it and got our own coach later that year with the bounty.' For £8,000



One of the Scanias allocated to Carsville at the Stockport depot.

they became the proud owners of a five-year-old P registered Plaxton bodied Ford R1114 360 Turbo, previously with Thomas Coaches of Stockport. It was only shortly after that the fleet was doubled with the acquisition of another Ford from nearby Bullocks of Cheadle.

Looking back, Tony mused on the relative financial commitment of starting out with a five year old motor in 1981 and the present day. He

has always looked after the administrative side of the operation, working from the company's booking office in Sale, seven miles from the depot in Stockport. As well as serving customers, he handles the driver and work

allocations for the Stockport and Urmston depots. The office has been in the small and rather unassuming shop it currently occupies for nine years and was previously in a larger office over the road.

Tony stressed how local much of the custom is, 'to move away would be detrimental to the business,' he said. 'We have a lot of loyal customers, a lot of very, very nice people.'

Although it is a place of business, with Tony and office manager Brenda sat at their desks, visitors seem to treat it as much as a social club, popping in for cups of tea and some banter. Tony is adept at putting a smile on people's faces with his witty comments and observations. 'We like them to go out of here tittering,' he said, a mission in which he achieves a high success rate. 'I find it exhilarating, the appreciation from people who have enjoyed their holiday. They are like friends rather than customers,' a claim proved by the flowers and photographs from customers that adorn the office.

'There are some really great characters,' said Tony, some of whom take between 20 and 30 trips on Elite's coaches.

Talking about the business, it became clear that Elite's product is different to any other operators' that I have encountered. It was mid February, but the latest holiday on offer departed on 1 May. For a company that offers around 400 departures a year, I found this amazing. The reason is that, for much of his programme, Tony relies on late bookings to get the edge that enables him to

compete in what is a very competitive environment. This way he gets reasonable hotel prices from his contacts and sells them at the last minute. There is no typical Elite excursion because, 'It's very fluid, it depends what is on offer.'

He finds the demand is increasing for shorter holidays, breaks rather than weeks, and Elite has never done anything longer than five days. 'Although they come back saying they could have done with longer, if you offered it, they wouldn't book it and it wouldn't run.' In practice, despite the short notice, in excess of 75% of advertised trips do run. A lot of people come in to the office to book, but, to Tony's surprise, 'the vast majority of bookings now are by debit or credits cards over

the telephone.' Tony sees it as part of a process of dramatic change that is taking place. He commented, 'Greater Manchester used to be very parochial, but now the M60 is there, there are no boundaries.'



A Carsville survivor is this Plaxton Viewmaster bodied Tiger 245.

Carsville

The oldest established of the Elite Group's constituents, with its origins in a wedding and funeral hire business started in the 1930s, Carsville Coaches has its depot and office on Higher Road in Urmston, Manchester. Taxis and minibuses were acquired and eventually, over 60 years ago, the first coaches. It undertakes a mix of work including school contracts, a year-round excursion programme, private hire of a mainly local nature, and two social services contracts carrying mentally



The Carsville depot in Urmston.

handicapped adults, that run with local authority employed escorts. The client base is a large one.

There are eight full time drivers, most of whom have been with the company for years. An

exception is Dave and Janet's eldest son, Sam, who is training to be a mechanic.

Now 19, he passed his PSV driving test a few weeks after he was eligible to take it and is treated just the same as any other employee. Janet also works at the rented Urmston premises, looking after the office with Office manager, Wesley Butler, who makes sure the drivers are on time and schedules the maintenance. There is no full time fitter at Urmston, though the workshops are well equipped. Staff travel over from Stockport on a regular basis to do whatever needs doing, and, as I saw on my visit, vehicles from Urmston go to the main workshops if necessary.

When the business was bought, the fleet was very elderly, with six Fords and a Leopard among the ten coaches owned. The oldest vehicles have gone but the



All Carsville coaches were named, this Volvo B10M Duple 320 being Susan.

white yellow and black livery is still carried by several coaches, including a Leyland Tiger Plaxton Viewmaster and a Volvo B10M Duple 320. Before there was any thought of acquiring it, Janet had often commented to Dave that the Carsville fleet may have been old, but it was always very well presented and fresh.

When the business was acquired in May 2003, a number of the regular clientele let it be known that they were quite happy with the way things were, and didn't want to see things change. Dave commented, 'Carsville customers are very loyal. There was a bit of anti when we took over. Now they've got used to us. They know we're going to look after them and they're happy. We've improved the coaches. It's very close knit and everyone knew everyone, but not us. Old people don't like change, but now they've realised it is change for the better.'

'We are trying to keep Carsville independent,' said Janet. Dave added, 'the pace is slower at Carsville. The clientele is even older. A lot of groups meet at the depot to go on trips, something we've never had at Stockport. Here it's like a bus station.' In line with the slower pace, the



Julie Hibbert in the Smith of Marple office.

directors have been cautious about changing anything too rapidly.

The acquisition is proving a good one. 'The business has grown since we went there, we're hungrier,' said Dave, adding, 'the rates are better too.'

Smiths of Marple

While Elite's programme is exclusively late bookings, Smiths programme covers the year. 'We advertise a programme covering the whole year. We have to, if we didn't do it that way, they'd go with someone else,' said Jason, adding, 'It's good that, as a group, we can now offer both.' One advantage over big tour operators' programmes is that no Smiths tour spends more than an hour picking up before it is heading for its destination.

What is offered is different, but Jason finds great similarities between the Smiths business and the Elite and Carsville operations. 'Everyone knows everyone, both staff and passengers,' he said. 'I think the atmosphere is warmer on local company trips than with the big national operators because



Smiths of Marple's Fleet includes this Irizar Century bodied Scania.

everyone knows each other.'

Helping to sell the programme is a network of 14 agents. There were previously more, but Jason reduced the number, as there had been a considerable degree of duplication in some areas. With the number of bookings generated through the internet growing, and plans for a direct internet booking facility, Jason wonders whether booking offices will be necessary in ten years time, as he believes very few people will walk through the door.

One of Smiths coaches carries Fraser Eagle livery, as the company is a preferred operator. It is work that Jason and Dave agree is worthwhile. A mobile phone call, followed by a fax, saw two coaches despatched to Macclesfield for rail replacement work during the time we were talking in the Stockport office.

Alone among the three, Smiths runs buses as well as coaches, with four Olympians acquired through Stephensons of Essex, backed by an ageing Bristol VR. The deckers carry out school contracts to Poynton High School for Cheshire County Council.

Consideration is also being given to tendering for some of the County's tendered service work because Smiths is well placed for rural work.

The company has five full time drivers and the same number of regular part timers. Jason believes the Working Time Directive will make it difficult for a lot of tour operators. He commented, 'Most of their rates are the same as ten years ago, but their jobs will need more drivers to do them and the people aren't there. I see a big problem

for them soon because they won't be able to get their work covered.'

Julie commented that there has been a tendency for hotels to give too good a deal to big companies so that smaller companies cannot get a rate that is competitive, though she believes this is starting to change now because many have found the big companies do not deliver the anticipated numbers.

Unity

Along with the Group's new approach has come a new livery featuring big and purple motifs on a white base. It will gradually replace the previous turquoise on white of Elite, Smiths most recent dark blue livery and even the yellow

and black on white of Carsville, a move that was not made lightly. A Marco Polo bodied Javelin was painted in a yellow and black version of corporate colours, but the result was considered insipid and this will not be perpetuated. Three coaches have now acquired a Carsville version of the standard scheme, among them a short Ford Paramount that is the last lightweight owned. 'People have



Smiths of Marple's Van Hool Alizee T8 bodied Volvo B10M carries Fraser Eagle colours.

noticed, but there have been no adverse comments,' said Dave. Smiths will probably be the last coaches to gain the new colours as they have most recently been painted, although Jason is keen to get one in the new colours to stress the group link.

While each of the fleets is retaining its identity, albeit with a standardised livery now being



The Smiths garage in Marple with two of the Olympians outside.

adopted, everything else is being standardised across the group to make control easier and maximise flexibility. An example is the vehicle

inspections at Smiths, which were on a six weekly cycle, but have gone to a four weekly one in line with Elite and Carsville. Coach packs have been introduced for every driver, providing them with details of what to do in any eventuality. Each coach is also equipped with a hands-free mobile phone, reflective jackets, torches and cameras. 'If a Carsville driver went to work for Smiths for the day, the procedures he would follow would be exactly the same,' said Jason.

Vehicle policy

Elite's early operations were based on secondhand Fords, since which time a considerable mixture of types have been operated including LAG Panoramics and Neoplan Jetliners. An Ayats Bravo 1 double decker is the only coach in the current fleet that was not previously owned, although other new vehicles have been bought in

years ago. Originally with Applebys, they were acquired through Scania Coach Sales. Two have been re-trimmed and refurbished to a high standard and the third will be in the near future. Negotiations are currently underway for the acquisition of three more similar coaches. As is often the case, the deal will probably be done through Bob Rossiter and Steve Lambert at Scania Coach Sales.

An unusual vehicle owned is a white



Among the coaches Smiths of Marple operated, prior to Jason purchasing the company, were a Duple Dominant IV bodied Leyland Leopard and a Mercedes-Benz O.303 acquired from Redwing. After five years in the fleet, the O.303 returned to Redwing.



A yellow version of the corporate livery style was tried on this Carsville Marcopolo Javelin, but the result was not judged a success.

the past. Dave was employed by the Anglo American concern that imported the Ayats marque for a time, on the basis of his engineering expertise. Though there are some Volvos, today's Elite fleet is predominantly Scania based, with 16 of the marque owned, a trend he sees continuing. Among the next vehicles to go will be the group's only Setra.

Dave no longer buys new because 'I can't stand the depreciation. I'd rather let somebody else stand it,' he said. Front line coaches include a trio of R registered Scania K113TRB tri-axle Irizar Century 12.37s, the first of which arrived two

American stretched limousine, though this is not operated yet. Sitting on the leather bench seats, next to the bar unit, on my first time in such a vehicle, it was easy to understand its appeal, compared with a basic minibus.

1996, the operation had expensive state-of-the-art equipment, no customers at all, and two other test centres on the block. The two competitors have now gone and the operation continues to do good business. Also operated is a mobile commercial repair service.

Last word

As in all things, a big part of the process of change that the Elite Group, and the industry as a whole is going through, is managing to balance



A Plaxton Paramount 3500 Scania in Elite's old livery.



Seen visiting Spalding Flower Parade in the early 1990s was this Ford Plaxton Supreme in the purple and silver based livery Elite Services used at the time.

Elite Group

Coaching operations are not the Elite Group's only business activities. Established in 1994, Elite Seatbelts was an early leader in the retrofitting of seatbelts, spending a lot of money on the necessary testing. Though it is rare now to find coaches that do not already have belts fitted, the company is still very active in the field, partly with replacement and repair business, but mainly with installations in service buses, which appears to be a growing market.

As well as Elite Seatbelts, there is also Elite MOTs, a fully equipped MOT testing station handling class IV and VII tests. Starting this was one of Dave's braver moves, because when it opened in September

the demands of modern competitive business with the rather more personal needs of individual customers. The juggling of the demands of modern operation and the need for old-fashioned qualities, such as personal service, is something that Elite's three coach operations appear to be adept at. The coaches may all be acquiring the same colours, but the recognition that each operation has different needs and its customers different expectations, is not lost on the directors and their teams.

With licences currently held for 26 vehicles, the coaching operation has grown considerably, though it is still a long way short of the sort of critical mass that some companies have achieved. 'We would acquire other companies if they fitted,' said Dave. 'We'd look for a good customer base, a good reputation and something that can be bolted on to our existing operation. It has to fit. It needs to be something to which the same rules can be applied. I want to move on, I want to expand it, because you're either in or you're out.'

By Stuart Jones

The Coach Parking in London 2005 Map

Coches are a key part of London's tourism business, bringing in 2.8 million visitors and contributing nearly £300m to the city's economy, annually. The importance of this contribution is slowly being recognised with steps to improve access and facilities for incoming coaches. Much of the improvement has come from initiatives of the London Coach Forum, convened by TfL and bringing all interested parties together. Forum



Chairman, Peter Bradley of TfL, has been impressed by the willingness of all involved to develop facilities, a clear commonality of purpose being identified.

The need for safe and hassle-free waiting and parking areas has been a major area of attention and the results are seen on the recently launched Coach Parking in London 2005 map, the third edition in four years. The map, produced by a partnership of TfL, CPT, Visit London and ML Design, is in TfL's house style and incorporates a wealth of information. Alongside the location of waiting and parking areas, the main map shows recommended routes for coaches and many of the

The team behind the Coach Parking in London 2005 map: Sandra Elliot of Visit London, Bob Pilbeam of CPT, Darek Podwiazka and Peter Bradley of TfL.

more popular sights. On the reverse, coverage is extended to Docklands and Richmond along with clear guidance on parking restrictions and useful contacts. These include the Metropolitan Police for guidance on major public and sporting events and the Royal Parks Office for permits to drive the sections of park road open to coaches.

Around 30,000 hard copies of the map are being produced in English, targeted not just at operators and drivers but also tour guides who need to be aware of restrictions and avoid putting pressure on drivers to wait longer than permitted. In

addition, the map will be on TfL's website, initially in English, French and German. A Polish version will follow, Polish speaking drivers being identified as the next largest incoming group.

Bob Pilbeam, CPT's Coach Co-

the launch, Stephen Lee of Anderson Travel Ltd, who identified the over zealousness of some traffic wardens in ticketing coaches loading and unloading, resulting in considerable administrative effort to gain cancellation of most tickets. He suggested keeping a photographic record of activity whilst the ticket was being issued, a process made simple with the proliferation of camera phones!

Theatreland has been another focus of activity, after the Society of London Theatres identified concerns that coach parties, a major source of theatre revenue, were being discouraged by restrictions on after show loading. Working with CPT and the Borough of Westminster, a dedicated 20 minute waiting area for 24 vehicles has been established in Kingsway between 2200 and midnight on what is otherwise an area of parking



The Westminster 10 minute rule has made loading easier outside hotels such as the Hilton Waldorf, Aldwych.



Special restriction signs have been erected in Kingsway for the 20 minute parking between 2200 and midnight.

ordinator, highlighted some of the recent improvements, in particular the Borough of Westminster's ten-minute guidance on loading and unloading, where safe to do so, in parking restricted areas. He hoped to see other Boroughs following suit, but recognised the difficulties of TfL strategies being implemented through the Boroughs who employed private companies to manage parking. He was backed up by one of the operators attending

prohibitions and bus lanes. Further initiatives are planned and Bob Pilbeam also drew attention to the positive attitude the Mayor of London had taken to coaches, exempting them from congestion charging and freeing bus lanes for their use. It is to be hoped a similar sensible approach is also taken on the Mayor's proposal to restrict all but low emission vehicles, Peter Bradley confirming that appropriate

parties will be involved in a consultation process before any restrictions are brought in.

The Coach Parking in London

2005 map is available from CPT and TfL and on the TfL website www.tfl.gov.uk/coachparking.

By David Cole



The Epsom Coaches Setra S315 GT.HD.

The Coach Parking in London 2005 map was launched at the 2005 British Travel Trade Fair at Birmingham's NEC, a full report on the show will appear in our sister publication Coach Tours UK. The show was an opportunity for CPT, Coach Marque and the Coach Drivers Club to demonstrate to tour organisers the quality that UK coach operators offer. The vehicle on display was a 2004 EvoBus Setra S315 HD-GT from the fleet of Epsom Coaches, which celebrates its 85th anniversary in 2005.

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Times they are a changing.

I was watching the TV this morning and there was some awful techno nerd programme on about internet and communications and wi-fi and all sorts of stuff that I don't understand even when I'm awake. Then there was a piece about a big new satellite that is being launched soon that will help us do all the wonders of technology we take for granted today, only better. Like sending a picture of your lunch to someone from your mobile phone or emailing the person at the next desk. You know the type of thing. In my day, photocopying someone's backside was the height of technological witticism. Actually, no, there is a point here but we'll come back to it.

So, anyway, the reporter was groping around for some measurement that conveyed the size of this satellite and chanced upon "the size of a London bus." Actually, it's not so much chanced upon, it's quite a common reference. Like "the size of two football pitches." As someone who has never been to a football match and has no intention whatever of doing so, such a comparison means nothing. So too, for someone who has never seen a London bus. Maybe as a child they had a Dinky Toy one, in which case they would have been seriously underwhelmed by the satellite, and a bit worried about the size of the technicians working on it. For me I thought, "Well, it isn't very long, is a bit tall and hasn't got a bend in the middle so what are they on about?" Even if you say, "Don't be a smart backside, they mean a Routemaster," I'd still say "RM or RML?" Which just goes to show that there are a lot of misconceptions about. It gets really serious if you talk about distances, you know the type of thing, stopping distance 20 bus lengths. An RM and an artic Citaro would come up with a considerable difference.

So what is the perception? The big red London bus is still the icon it always was but, in a number of recent trips to the place, I've been struck with the impact of the artics. They most certainly don't give the place a European feel, they have a distinctly London look and seem fully at ease in the place. But they do have a certain chutzpah that quite catches me, a confirmed anti artic man, by surprise. A lot is to do with the aplomb, nay, Élan, with which they are driven and full marks to the operators who have embraced them so well. And also the setting, they are not the type of bus for the small picture, they need the grand background that the Capital can give. I'm very interested in seeing how they fit

in Cardiff, but I'm not sure they are "just the ticket" (Setright or Almex?) in places that can't carry them off. Yes, I'm quite surprised at my reaction.

we need to break out of this or else it's "workhorse to thoroughbred to dog meat."

There's a good example of initiative in this field with National Express's Digbeth depot learning how to dance something. Irish, I believe. This captures a popular theme on TV these days and I must say that the one I saw about folk learning to appear in the show "Chicago" was pretty entertaining stuff. National Express ought to get a good deal of reflected publicity out of it and be viewed as a decent sort of bunch. I hope so, they deserve it for taking the plunge, it's a pity more of us don't do the same. Yes it's a bit risky, but the rewards are great. What ever happened to risk taking? Oops, sorry, forgot, this is 21st century Britain....

Actually, it's a bit sad that Nat Ex haven't got a stronger emotional following such as that for Greyhound in the US. Despite its problems it is still something special. Mind you, the dynamic "Greyhound" knocks spots off the rather bureaucratically dull, descriptive "National Express" name and anaemic white livery. Still they had a pop song written about them, but again, not in the same league as Simon & Garfunkel's "America".

So what was the point I referred to earlier? In September 1967, I went on a tour of the Cardiff trolleybus system in a preserved Glasgow single deck trolleybus. (The thing was only nine years old and already disposed of, there are some serious crimes where the villains have walked free when it comes to trolleybuses.) Anyway, 30 years later, I saw a video, which said it included this event so I bought it. Watching it, suddenly, at Roath Park terminus, a shifty looking



A Glasgow trolleybus in Cardiff in 1967. The devirement is intentional to put it on the remaining wires of the old single deck route in Cardiff. This rather sleek thing, pretty revolutionary in its day, did less than 9 years service. Shameful.

Incidentally, I'm not a betting man, but I'd put money on Cardiff Bus getting operator of the year before we are all much older. A striking livery wouldn't go amiss, though, team.

So, perceptions about buses. After all this time, developments of modern types and attempts at marketing, where are we? Still I suggest the transport of last resort, still, "Well you could



I'm surprised by my reaction, these things look quite at home.

always get the bus (ho! ho!) and "The buses are always late or cancelled." Still trapped as a term of measurement that is miles out of date. Somehow

cove ran across the front of the screen. Me! Now had you taken me aside in 1967 and said, "In 30 years time, you will be able to put a plastic box into a machine linked to your TV and see this scene on your TV, in colour," I'd have said, "There's a small van over there waiting to take you away." The technological advance is incredible and when you look at the advance from the shoulder mounted brick to today's mobile phones it makes you think.

It makes you think that the industry really needs to wake up to the environment in which it lives.

Hans Smits departs EvoBus UK

Hans Smits, Managing Director of EvoBus UK since it was established at its Coventry headquarters in 1998, has said his farewells to UK staff and customers and, by the time this appears in print, will be heading up the EvoBus operation in Belgium. He has presided over an eventful but ultimately successful UK launch and consolidation for Europe's biggest bus manufacturer.

During his time in the UK, he believes the biggest challenge he faced was, 'building up the organisation and the team. I'm extremely pleased with the way that has gone. It's what I'm most proud of, leaving behind an excellent team of people.'

Perhaps the second biggest challenge he faced was that of integrating the separate Mercedes Benz and Setra cultures within one organisation. He commented, 'the Setra culture of those familiar with the Lincoln days had to be transferred into a set-up ten times bigger. It has not always been an easy process, but looking at the Setra success in the UK and Ireland, we can say confidently it was the right decision to do so. It will be exciting, with the Comfort Class about to arrive, to see just how far it can go.'

The role certainly hasn't been an easy ride, as Hans has had to deal with a number of major issues during his tenure. Among these was the collapse of UVG, who were to have completed the interiors of a large batch of Mercedes Benz O405Gs for Travel West Midlands, a problem that became apparent on his first full day in the job. There have been others too, but they have been worked through and resolved.

Looking back over this, Hans said, 'In spite of the trials and tribulations, at the end of the day we have proven to the industry that we are here to stay.' He admits that, as Mercedes Benz had been



Hans with the picture of his house in Leamington Spa, which was presented to him by the staff of EvoBus.

in and out of the market on previous occasions, convincing customers of a long-term commitment was a barrier that had to be overcome. The investment in Coventry was a positive sign, but, initially at least, a lot of potential customers said, 'we'll talk again in a couple of years. Let's see if

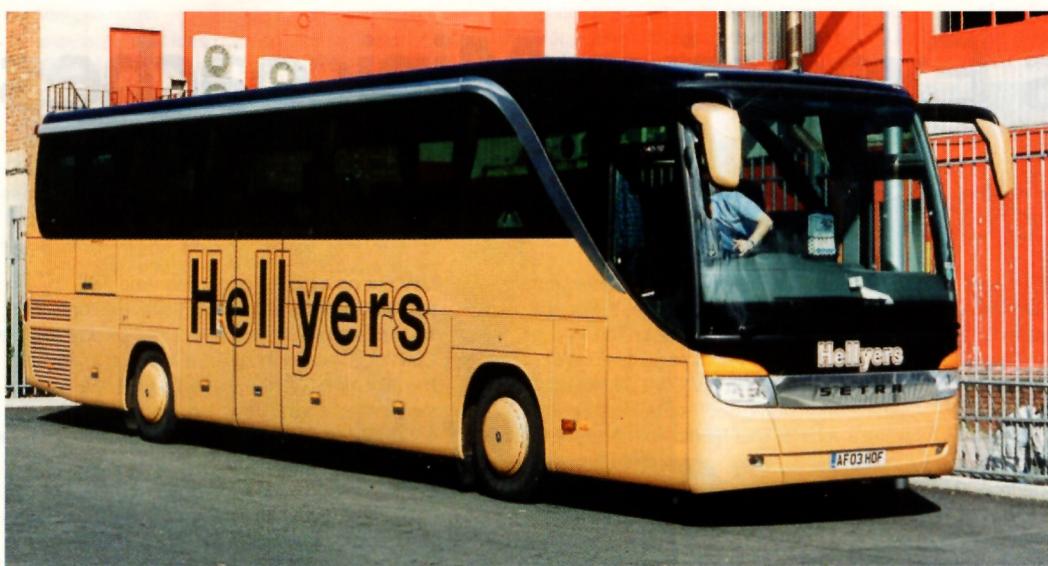
you're still there.' It was also an obstacle to recruitment. 'Now I'm leaving a situation where no-one questions whether we are serious, which is a very good thing,' said Hans.

Hans was reluctant to single out any particular order as the most satisfying to have won, but pressed, he plumped for the first London General order for articulated Citaros, 'because I knew it would be a breakthrough.'

He feels EvoBus UK has achieved a lot in the last seven years. 'We've been very successful on the coach side, with Setra sales at a record level. Also on the bus side, where we have put Mercedes Benz on the heavyweight bus map.' He continued, 'It's been very interesting for me, in terms of after sales support. We've been able, with a lot of partners, to work out a



Winning the first contract for articulated Citaros in London was a landmark deal for EvoBus UK.



The Setra brand is now fully integrated within EvoBus UK and its sales are the highest they have ever been in the market, with new models just about to be launched.

variety of different support packages. Six years ago, we were able to conclude a parts contract with TWM covering all of their Mercedes buses. Six years later, that arrangement is still standing, and has been extended, showing that the original concept we worked out with TWM was spot-on. It was a trend-setting activity.'

He also cited the concept the company had developed in London, with mobile technicians

supporting the growing fleet of bendibuses. 'There are now more than 200 Citaro buses being supported by mobile technicians. A completely new concept that, as far as I know, nobody has done before,' said Hans. 'It was a big challenge, but we worked it out with customers, implemented it successfully, and it works.'

Though the company title is EvoBus UK, it is also responsible for Ireland, of which Hans said, 'I

am proud that we have been able to build up a very considerable position in the Irish market.'

He is looking forward to the new task he faces, but it is not without some regret that he leaves the UK, not only because he is parting company with his colleagues at Coventry, but also because his family was very settled here. 'It is the end of one chapter and the beginning of another,' said Hans, who will be living near Eindhoven with his wife and two sons. It marks a return to his native country for Dutchman, Hans.

On the weekend prior to his departure, a staff farewell party was held on a boat on the River Thames, where he was able to demonstrate a previously undiscovered talent for limbo dancing. Among a number of presents he has received, is a framed picture of the house in Leamington Spa where Hans lived during his stay in the UK, from the staff of EvoBus UK.

Hans will be succeeded by Oliver Moekesch, who is German, but previously headed the Swiss operations of EvoBus. 'I wish him all the best in continuing to develop EvoBus in the UK,' said Hans. In Belgium, he is hoping 'that the positive work I have been able to do in the UK can be repeated.'

By Stuart Jones

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Lawtons Executive Minicoaches

New operation - new niches.

Geoff Lawton spent 15 years in the Fire Service before leaving in 1986 to join the family poultry business. He had passed his PSV driving test some years earlier with Hoggs of Boston and continued to drive part time for Dickinsons of Wrangle.

As an additional source of revenue, they started running an eight-seat taxi, which Liz, Geoff's wife, drove. Around five years ago the couple had to make a decision on which way the business was going. They were nervous expanding further in the poultry business, yet they needed to if they were going to maintain their income. They diversified into private hire using a Volkswagen Caravelle, winning a school contract.

With demand growing for airport runs a second, a move up market was made with the purchase of a leather trimmed, air conditioned Mercedes V class. Soon after, the number of children for the school contract increased, creating a dilemma. Rather than lose the work, both vehicles were used on the job. It wasn't a particularly efficient way to do it, but without an operator's licence and Liz taking her PSV driving licence, there was no alternative at the time.

To overcome the problem, Liz passed her PSV driving test in 2003, which took a couple of attempts. A problem she experienced was that of booking lessons and getting a test date quickly afterwards. She was also very critical of the standard of some training vehicles, have struggled valiantly with the gearbox of a Bristol that even the instructor admitted he struggled with. Then, via the Internet, contact was made with Tockwith

COIF'd to replace the Caravelle. With the airport work growing, the couple thought it would be worthwhile making a concerted effort to win better work and set about seeking a bigger minicoach to replace the V Class. On a visit to Cymric Conversions, Geoff came very close to buying a vehicle. That he did not do so, he regards



Geoff and Liz Lawton.

as one of his luckiest escapes, so far, in the business, as the company folded soon after. Certain that he wanted air-conditioning, he had previously rung Optare to enquire about a Mercedes Benz Sprinter based Soroco, but thought the price 'way out of our range.'

Following the trip to Wales Geoff rang Optare again and was offered a Bonito demonstrator. Inspection of this showed it to be better than

LDV out on a job for customers who had previously travelled on the Soroco. He contacted Neil Hubbard at Optare again, and six days before Christmas the Bonito arrived in part exchange for the LDV. With 'Welcome aboard Liz's little coach' sign written on the door, it does the school contract and any private hire work that isn't too far away.

It might sound from this as if there was no clear plan being followed, but this was not the case. Geoff explained, 'We gave ourselves a budget and a time limit and said, if it's not happening in six months we'll cut our losses and sell everything. I didn't want to get in a hole and keep digging. If it wasn't going to work I wanted to stop while the hole was shallow. I was confident we had two good vehicles that we could sell on.' In the event it went well and the couple were very pleased with their first year. 'It wasn't enough to go on a Caribbean cruise,' said Liz, 'but we kept our heads above water and made a good living.'

They admit that they have made some mistakes, 'one of which was taking on anything and everything when we started. It included club runs, but now we're much more selective about what work we take on,' said Geoff. He added, 'When we were kids we had respect for things, but there isn't so much of it about today. It's not necessarily kids, it's often those in their twenties.'

Chance meeting

With the first six months behind them, Geoff thought it would be a good idea to take his full CPC qualifications. He had no plans to diversify at the time, but thought it would be something useful to have behind him. He had also, 'been advised by the Ministry that it would be a good idea.' He admits to having found it quite hard doing it by home study, though he passed modules one and three in this way. After using their home study course, he booked an 11-day course with Friendberry in Somerset, as a result of which he obtained his national licence. 'I am going to take the international with Specialised Training at Accrington, later this year. I'd have done it with Friendberry again, but the course dates clash with a holiday.'

Indirectly, attending the course opened up a new avenue for the company. On it he met Len Frampton from Brians Coaches of Lydd, near Folkestone. He happened to mention that he had bought a coach from somebody our way shortly before going on the course. The vehicle was a wheelchair lift equipped Van Hool DAF formerly operated by Colin Andrew, who was



The Lawton's Executive Coaches minicoach fleet posed at the top of the couple's drive at Last Moorings, East Fen Lane, Stickney, near Boston.

Training near York. She was full of praise for them, and the five-speed Leyland Swift used for tuition, and after a three-day course she went back up and passed the test.

A restricted operators licence for two vehicles was obtained, and a 1999 16-seat LDV bought and

anything else that they had seen. However, while he was there Geoff had a look at the Soroco and, working on the 'in for a penny - in for a pound' principle, decided to buy it, taking delivery on 6 November 2003. Customer reaction to it was excellent, but this created another problem. Within weeks it became clear that you couldn't send the

planning to retire.

'I immediately saw it as our opportunity,' said Geoff, who went and saw Colin to discuss his ideas and ask if he was prepared to sell his book, as he still had a lot of customers. The two agreed to work together, formulating a plan that will see Colin, who had retained his operating licence, remain as the nominated CPC holder until Geoff has his full international qualifications.



The 16 seat interior of the Bonito is very much more luxurious than the LDV that it replaced. Liz prefers this coach to the Soroco.

With the new venture agreed, they started looking for a coach to undertake the work, looking at quite a number before deciding on an April 1997 Van Hool T8 Alizee 49 seat executive on a Scania K113TRB tri-axle chassis, that seemed best suited to the role. It was bought from Martin West at Scania Coach Sales at Worksop, whom Geoff has found very helpful throughout. 'I was quite concerned about weight with the wheelchairs on board and this will definitely cope,' said Geoff. Scania found a few problems with the coach, which had been new to Harry Shaw and more recently with Milligans Coaches, among them a leaking fuel tank that had to be completely replaced.

When I visited the couple at their home and operating centre at Last Moorings, East Fen Lane, Stickney, near Boston, the Scania was away at Carlyle Bus & Coach in Birmingham having a PLS cassette lift installed in the side. It is to be painted in the same livery style as that used on the minicoaches. Geoff opted for a 49 seater because, 'we're going for luxury because I want passengers to arrive feeling comfortable. My philosophy is to give passengers the comfort and service I'd want myself.'

Geoff explained, 'the idea behind taking on an accessible coach is that it's a niche market, rather than competing with established local companies like Dickinsions and Copleys. I rang Don and Nigel at Dickinsions before buying the coach, because I'm hoping we'll be able to work together. I'd still be happy to drive for them if they were desperate and I wasn't otherwise committed.'

Already Colin has put together a programme of day tours with the vehicle and produced the brochure, which is an A4 sheet folded to A5. It offers over 40 excursions between February and June. The slogan, 'We have the ability to look after your disability' is used, and passengers are asked to state at the time of booking, if they are confined

to a wheelchair. Colin will drive on many of the tours for a year and is introducing Geoff and Liz to his existing customers. Many of them have very particular requirements that Colin has become accustomed to, so he is gradually going through these and explaining to the



The Bonito interior.



The Soroco interior.



The Optare Soroco bodied Mercedes Sprinter. The Soroco is built in Spain by Ferqui.

Lawtons what's what. The accessible Van Hool may not have been on its first job yet, but already Geoff is talking about

buying a second coach. 'Without really trying to sell, we are already getting double dates in the book,' he said. 'We're pretty serious about the second coach, and we'll take the same approach that we did with the minicoaches. If, after a period, it isn't making a return, we'll reappraise the situation.'

He and Colin have been to look at a few coaches, the standard of which has varied immensely. 'I'd prefer a second Scania K113 Van Hool 49 seater that we could put a lift into, but we probably won't end up with one,' he said. Among the things that

gives Geoff confidence that further expansion is the right way to go is Colin Andrew having said that, had he been 15 years younger, he would

now have been going for a second accessible coach. Geoff is full of praise for the effort Colin is making to help establish the new operation, commenting, 'I don't think we could have done it without him.'

Colin Andrew, commented, 'I was going to run it down and retire, but once we'd made contact, we had to move fairly quickly to maintain continuity and the client base. There are 58 disabled groups I work for, as well as a database of 2000 excursion passengers and private groups. I'd built it up from nothing over the past 12 years and I didn't want it to fragment.'

Describing how the operation works, he said, 'on excursions, none of my passengers actually stay in their wheelchairs. We board them via the lift and they transfer to a seat, with the chair going in the

locker. On average, we probably take three wheelchairs per excursion, and they all transfer. If they want to travel in a chair to an excursion we can do it, but we need to know early in the booking process, as it involves reducing the carrying capacity by two more than using the lift already does. The fare we charge is no different for a disabled passenger.'

'It is different when a private hire group books. We can configure the coach to their liking. Instead of the standard 49, we can go down to 31 seats and



For the new venture into accessible coaching, this 1997 Scania K113TRB with Van Hool Alizee coachwork has been purchased from Scania Coach Sales. It is being equipped with a PLS lift at Carlyle Bus & Coach.

four chairs.'

Colin confirmed his belief that Geoff and Liz were going the right way, saying, 'It is too late for me to



Geoff has always been happy to show potential customers what they are booking. The Optares must create the right image as has found that many take one look and agree to book it before even looking inside.

take this on alone, but were I 15 years younger I would have gone they way they are going. There is definitely scope for expansion on the holiday side, catering for people who want to go on tour.' He believes that Geoff and Liz 'are learning well' about this new aspect of the business and claims that 99% of looking after people is 'common sense.' He agrees with a comment another driver once made to him, 'You not only want to care, you want to show you care.'

Computerised

From the outset the plan followed has been to do things properly with good systems in place. With the bookings, the original intention was to operate a manual system, but after three days a lady came in who wanted to book on 19 different excursions at one go. The resulting need to juggle 19 different folders, and write down the address on a sheet in each one, was an eye-opener. 'We decided we had to go high-tech and computerise,' said Liz. After looking at a couple of alternatives, 'We bought Roeville's T2000 system and we're getting used to it. It's very straightforward. There were a few early niggles, down to us not knowing



Colin Andrew

talks of his customers as if they are a big happy family. 'They need to get to know Geoff and Liz and form a relationship,' he said.

Vehicles

A local commercial garage undertakes all of the maintenance on the minicoaches. Geoff believes that prevention is better than cure and would rather have any problems discovered in the workshop than on the road. He is pleased with the arrangement and will extend it to cover the recently acquired Scania. Geoff agrees with the requirements that operators must have money available in cash to spend on vehicles and says that, 'the person doing my maintenance would rather spend the money than not.'

The two Optares have performed well. 'I feel we definitely bought the right vehicles,' said Geoff. 'People can't believe them after what they have travelled in before. I did an Edinburgh trip in the Soroco last year, and you wouldn't have wanted to do that in an LDV. I've done Blackpool a couple of times too. We're finding good demand for them, and once people have been in them, they don't want to go in an LDV Convoy again.'

New to the accessible coaching market

While I was with Geoff Lawton I spoke briefly to Len Frampton of Brians Coaches of Lydd, who bought Colin Andrew's accessible DAF Alizee. The company has four large coaches including a DAF powered Van Hool Acron and a couple of Volvos, as well as a 16 seater and a 24 seater. This most recent purchase is the first coach they have bought with a wheelchair lift and was purchased from an advert in Bus & Coach Buyer.

'It's new to us, our first time in the market. There's a hell of a lot of interest and it's already done quite a few jobs. There is a market for it. We work for a lot of active retirement clubs and at times we've struggled with a normal coach. With this we've been able to take people who'd had to stop coming,' commented Len.

He continued, 'I'm pleased I bought it. It's all added work and it's going to be good for the business. My only concern is that, though it is in very good condition, if it goes down, we've got nothing to cover it. I don't think we'll equip our other coaches with lifts, but I would consider doing so if we bought another coach, depending on the work we had.'

Len continued, 'I don't think you can charge a lot

the terminology, but we're not on the phone often now. It is good knowing that, as we are now on broadband, they could fix things from Doncaster, if there was a problem,' said Geoff.

One of the aspects that makes the bookings more difficult is the existence of two separate pick-up routes, with each excursion using one or the other. Both routes are quite complicated and have been devised and revised over the years to serve Colin's clientele. He

If anything, the couple are even more impressed with the Bonito than the Soroco. Liz prefers it because she thinks the tinted screen of the Mercedes makes it darker inside than the Bonito, and the Soroco does not have a DVD player. Geoff admits that the driving seat is much more comfortable in the Ford.



The Scania K113TRB with Van Hool Alizee coachwork being equipped with a PLS lift at Carlyle Bus & Coach.

Conclusion

Clearly, it is too early to tell how the new accessible coach venture will go, but the success of the minicoaches must give the Lawtons encouragement that they should back their business instincts. Geoff says that it was always an ambition of his to own a coach. He admits, 'we're both 52, so it was a big decision for us. Have we got enough years left to reap the benefits? We had hoped that our son Michael, who has a full freight CPC, would be interested, but he prefers driving trucks, though he is going to take his PSV too.'

'It's a very steep learning curve and I often feel that, perhaps because I sometimes sound a bit inexperienced, people treat me as if I won't be around in the business tomorrow. I'm more likely to do business with people who want to help me than those who expect you to know everything.'

By Stuart Jones

more for having the lift, but you do have to charge a bit more because of the time involved. There's obviously demand for it. The only thing I have found difficult is getting used to the equipment. Once you are used to it, it's very quick. I do all the work with it myself at the moment, so I haven't had to train another driver yet.'

Len's last comment showed that running a lift equipped coach can increase flexibility, rather than reducing it, as many operators fear will be the case. 'Most of the other work we do is schools, and this does schools to. We can do a school run,

take the seats out, do a trip and then put them back in, in time for the afternoon run.'



The 1987 DAF Van Hool Alizee, now running for Brians Coaches, pictured when still with Colin Andrew, participating in the Brighton Coach Rally.

Scottish Executive announces £22.5 million funding to fill gaps in local services

Across Scotland, a total of £22.5 million funding is to be allocated by the Scottish Executive from the Bus Route Development scheme to local transport authorities to work in partnership with bus operators to kick-start better local bus services.

Transport Minister Nicol Stephen said, 'Buses are still far and away the most popular form of public transport. Over the last four years we have seen passenger numbers increase by almost eight per cent after decades of slow decline. This new scheme aims to give a major boost to passenger growth by kick-starting new services. There has been a very strong response from local authorities and bus operators. It is now important to get these better bus services up and running as soon as possible. By improving access to public transport we can encourage more people onto our buses and reduce congestion. Today's grants will benefit bus passengers across Scotland - including the

Highlands, the Borders, the North East, Strathclyde, and East and Central Scotland.'

From the £22.5 million, in the first round of awards, £12.2 million has been allocated to 27 projects. The scheme provides financial support for up to three years for

support for up to three years to aid the development of new and existing registered local bus services which have the potential for growth. The purpose of the grant is to improve access to public transport, encourage modal shift and reduce congestion. The scheme implements the commitment in a partnership for a better Scotland to pilot new kick-start plans to create better value bus services. Bids must be identified by local authorities in conjunction with bus operators. In this first round £12.2 million over three years has been awarded to 27 projects from 14 transport authorities (Aberdeenshire, Angus, Dundee, Perth & Kinross, Fife, Falkirk, Edinburgh, Midlothian, West Lothian, East Lothian,

Scottish Borders, Highlands, Moray and Strathclyde).

The £10.3 million which remains to be allocated from the total pot for this grant scheme will be

awarded to new or revised proposals which authorities are being invited to bring forward when they are ready. To meet the objective that the scheme benefits all parts of Scotland, authorities are being given population based indicative allocations to show how much is available to an authority for further bids.

By 2007 the Scottish Executive will be spending £1.4 billion per year on a safer, more efficient transport network, of which 70 per cent will be targeted on public transport. The Bus and Coach Statistics 2002-03 show that the number of passengers on local bus services in Scotland has risen for the fourth consecutive year. There were 445 million passenger journeys recorded in 2002-03 in Scotland compared to 413 million in 1998-99.

List of successful bids:

Angus Council - Strathtay: Forfar Town Local Bus Service.

The project addresses the existing limitations of the dedicated town service for this important rural hub by



Lothian Regional Transport will benefit substantially from the new funding.

new or improved bus routes which have the potential to grow. The Bus Route Development Scheme is a section 70 transport grant with the aim of providing financial

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providing fully accessible vehicles that will service an increased number of education, employment and retail sites and integrating with existing inter-urban local bus services.

Dundee City Council - Strathay: Cross-City Direct.

This new cross-city service will ensure that public transport provision in Dundee keeps pace with the simultaneous development of employment and business opportunities in the west of the city, and the marked increase in residential development in the east.

Aberdeenshire Council - Stagecoach Services 101/106/107: Stonehaven Corridor (A90 South /A92) Aberdeen - Stonehaven - Montrose.

The project improves inter-peak frequency from every 30 to every 15 minutes, introduces new fully-accessible vehicles and significantly improves route infrastructure and information provision.

Perth & Kinross Council - Stagecoach Services 5/6 and 9/10: Enhancement of Muirton & North Muirton area.

The project forms part of a major urban renewal project in one of the most deprived areas of Scotland. It increases service frequency from every 10 to every 5 minutes, introduces fully accessible CCTV buses and improves the route infrastructure.

Fife Council - Stagecoach Service 37/39/X1: Kirkcaldy to Glenrothes.

The project introduces fully-accessible vehicles to the route and new peak-time stops at employment sites as well as overall route infrastructure improvements. It will improve elderly and disabled access, reduce congestion, and promote urban regeneration.

Falkirk Council - First Routes 10/11/12: Enhancement and extension of Falkirk circle routes.

The project increases service frequency from every 15 to every 10 minutes on the main radial route, introduces a new half hourly (from hourly) service on a different route and improves the route infrastructure in an area that is projected to achieve high passenger growth and modal shift.

The City of Edinburgh - Lothian Buses route 49: North Edinburgh healthcare access; evening operation.

The project extends the hours of operation of this service and provides targeted publicity of the change. It is a crucial element of the adjustment process for Edinburgh's integrated transport system resulting from the recent opening of the New Royal Infirmary in the South East of Edinburgh.

The City of Edinburgh - Lothian Buses route 35: Linking major developments; frequency enhancements; accompanying vehicle branding and printed information.

This project secures public transport provision for many new and future developments such as the Parliament, Ocean Terminal, the former Royal Infirmary and others. Currently operating at a loss, it provides necessary support for the service until the developments come on line.

The City of Edinburgh - Lothian

Buses route 24: Completing a missing link - weekday and Saturday am and pm operation.

Operating between Edinburgh Park and the New Royal Infirmary, the project improves the currently patchy service to two buses per hour from Monday-Saturday, 0700-1900. As the termini are two of the three Scottish Executive-funded Access to Growth Areas, the grant provides necessary support while passenger numbers increase.

The City of Edinburgh - Lothian Buses route 30: Linking social needs with opportunity; frequency enhancements with accompanying vehicle branding and printed information.

The project increases service frequency from 5 to 6 buses an hour, as well as marketing the change. By providing a 'turn up and go' service for areas of identified social need to a mul-

in order to create a step change in the public transport network that will benefit the West Lothian community and will prove commercially viable after the initial investment.

East Lothian Council - FirstGroup: Dunbar to Edinburgh Corridor Improvements.

The project increases service frequency from hourly to half-hourly and provides wholesale infrastructure improvements on a route deemed to have the best potential for modal shift. It will reduce congestion and pollution, encourage modal shift and increase regional connectivity.

Scottish Borders Council - FirstGroup Service 62: Galashiels to Edinburgh via Peebles.

The project consists of a highly co-operative venture between operator and local authority to improve service frequency from hourly to half-hourly and improve route infrastructure and

(plus an hourly express bus on Sundays), introduces CCTV on the buses and improves route infrastructure. It integrates key housing areas into the current network and improves access of areas of high unemployment to employment opportunities.

Highland Council - Rapsons Service 26: Inverness - Cromarty.

The project consolidates and improves on what is already a largely commercial route by reducing the frequency from 60 to 40 minutes through more efficient use of existing vehicles and introducing new fully-accessible vehicles, thus providing a more effective link for areas of social deprivation to employment and training opportunities in Inverness.

Moray Council - Stagecoach Bluebird Service 10: Enhancement of Inverness and Elgin Route.

The project provides an express link between planned and existing retail, housing and business developments as well as substantially increasing the access to specific sites of education and employment by people living in areas of social deprivation.

Strathclyde Passenger Transport - FirstGroup: New Glasgow Night Services.

The project will introduce night services from Glasgow City Centre to a number of suburbs around Glasgow, addressing a gap in the current network to the benefit of both those out socialising and those working night shifts.

Strathclyde Passenger Transport - FirstGroup - New Glasgow - Eaglesham Night Service.

The project provides young people in Eaglesham with a safe and affordable way of accessing Glasgow for both social and work opportunities. This should ensure that young people continue to see Eaglesham as a viable place for them to live.

Strathclyde Passenger Transport - FirstGroup Service 3: Extension to Townhead.

Instigated by a demand from residents, this project extends the existing service between Pollock and Glasgow City Centre to Townhead, an area with a high number of elderly and unemployed in the population, thus improving their accessibility and employability.

Strathclyde Passenger Transport - FirstGroup Service 38: Extension from Garthamlock to Gartcosh Industrial Park.

The project extends the existing service to Gartcosh and the adjacent European Objective 2 industrial park. It improves transport links and access to sites of employment, and provides the growing and unserved area of Gartcosh with regular and attractive public transport.

Strathclyde Passenger Transport - Stagecoach: New Limited-Stop Service through Ayr-Kilmarnock-East Kilbride-Hamilton.

The project fills a gap in the network by creating a direct public transport link between East Kilbride/Hamilton and Prestwick Airport, preventing the need for extra trips to Glasgow. It will run hourly between 0700 and 1700 and use Euro3-compliant low floor bus services.



Many of the proposed new services will be operated by Stagecoach.

ticity of educational, leisure and employment opportunities, it provides a platform for sustainable growth and civic cohesion.

The City of Edinburgh - Lothian Buses route 17: Sustainable Waterfront development; route extension with accompanying marketing.

The project, with full operator support, will address the gap in the network that leaves the West Harbour Road, an important access route to The Waterfront (a major Edinburgh development creating dwellings for 25,000 people and 22,000 jobs), with no bus service provision.

The City of Edinburgh & Midlothian - Lothian Buses route X37: Introduction of all day express bus operations between Penicuik and north Edinburgh via the city centre.

The project is the result of a thorough analysis of national, local and commercial priorities and initiatives. The introduction of an express bus both supports and is supported by the significant developments occurring in Edinburgh city centre and at Granton.

Midlothian Council- Lothian Buses Service 31: Service enhancement.

The project provides top up funding for service alterations prompted by the projected demand arising from a significant housing development planned in the South Bonnyrigg area that will double the number of households over the next 10 years.

West Lothian Council - FirstGroup: Blackridge to Livingston. Corridor.

The project provides top up funding

information provision. It is expected to create a marked increase in passenger numbers and a significant modal shift.

Scottish Borders Council - FirstGroup Services 95/X95: Hawick to Edinburgh via A7 Corridor.

The project's promotion and improvement of the existing service, including the introduction of new low-floor buses and increasing service frequency from hourly to half-hourly marks the initiation of a long-term strategy to sustain vital public transport provision along this corridor.

Scottish Borders Council - Munro Services 29/30: Jedburgh to Edinburgh via A68 Corridor.

The project consists of an overall and significant improvement in service frequency (from above-hourly to hourly) and promotion, vehicle quality (the introduction of some fully-accessible buses) and bus route infrastructure (better, more attractive stops) along a corridor that offers significant and realistic scope for producing patronage growth.

Highland Council - Stagecoach Service 5/6: Inverness City (Hilton/Milton/Inshes).

The project combines the two services into one, increasing frequency from every 10 minutes during peak times (otherwise 15-20) to every 5 minutes, and introduces low-floor buses. It enhances access of areas of social deprivation to health, education and employment opportunities, reduces congestion and increases connectivity.

Highland Council Service - Stagecoach Service 25X: Inverness - Dornoch.

The project increases service frequency from hourly to half-hourly

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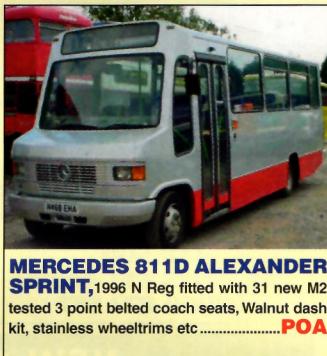
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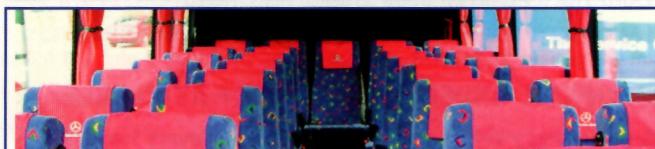
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1993 LEYLAND OLYMPIANS

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- 03/03 **SLF DART**. Rare opportunity to buy a one owner 7/03 registered 10.7m SLF Dart with only 26,000 recorded miles! Various seating / wheelchair configurations. Immaculate! £75,000
- 92/J **DARTS**. Excellent 9.8m examples with the strong Wright Handybus body. 40 seats plus 18 standing. Reduced Pollution Certificates. Later style screens, split steps. These won't hang around for long! £9500
- 90/G **OLYMPIANS / CUMMINS LI0 / ZF**. Big 78 seaters + 17 standing. One owner, nice tidy bodies and interiors. Extremely sought after specification and go really well. **ONLY ONE LEFT!** Recently tested.
- 83/Y **TITAN**. Unusual single door 66 seater with Gardner turbo. Retrimmed. Recent test. This is a one owner vehicle and drives really well. Not your usual Titan! £4950
- 83/Y **TITANS**. Single-doored. Good strong buses. Various layouts. Some are one owner and straight from well regarded municipal owner. Still the best riding deckers! From £3500
- 80-82 **METROBUSES**. One municipal owner. Single doored. Mechanically exceptional and most have long tests. Some are 4-speed with higher speed diffs so a bit special! From £3500
- 94reb **GREENWAYS**. 11.6m 49 seat Volvo powered examples. Two only, one of which has rare dual-purpose seating. Bus seated one has recently been tested. We rate these! From £5500
- 93reb **GREENWAYS**. 10.6m 41 seat Gardner 6HLXB powered examples in very good shape throughout. Semi-auto, excellent interiors. Always sought after. Various tests. Our biggest sellers and the best value heavy duty single-deckers on the market. From £2500
- 94reb **GREENWAYS**. Last few available. Superb 10.6m Gardner/ZF dual-door examples in great shape. Fully auto with retarders. Semi-standee interiors with seating for 24 + 48 standing. Ideal for airport, docks or shuttle work, or will up-seat easily. From £2500
- 95reb **NATIONAL 'URBAN BUS'**. Rare Cummins / Allison powered rebuilt National. Very tidy 49 seat + 24 standing interior. Drives like a heavyweight Dart! Reliable beast which is known as 'Frankenstein' due to its hybrid content. Great spare bus. £2500
- 86-9 **LYNX/TL11 or GARDNER TURBO**. Choice of untested ones needing cosmetic TLC. From £1500

- 77/S **UNUSUAL LEOPARD**. Re-bodied in the mid-80's with a Berkhof Esprite. Semi-auto, excellent 51-seat interior. This is an absolute gem to drive and looks great too... SOLD
- 80-83 **Mk1/Mk2 NATIONALS**. Last few. Gardner and Leyland engines. Various specs. From £750

● OPEN TOPPERS

- 71-81 **VARIOUS**. Bristol VR's and Atlanteans. Assorted specs, tests and prices. PHONE
- 84/A **TITAN**. Marketing/hospitality unit. Semi open-top with enclosed upper forward saloon. Engine just rebuilt. New test. Hard to find these sort of conversions for non-PSV use. PHONE

● VINTAGE

- 1965-8 **ROUTEMASTERS**. Big 72 seat LWB versions with Cummins re-power. From a well regarded source and in excellent shape. Some tested. Not the cheapest ones around but then you get what you pay for and these are selling out fast. LAST FEW! RING!

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2002 (52 Plate) Mercedes 815 Beluga 33 seater, 90,000 kms £68,000 + VAT

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All three owned from new and in truly outstanding condition

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806/1014686/FC

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WORTHS MOTOR SERVICES LTD Enstone, Oxford

1990 Optare Metrorider, 25 coach seats, lap & diagonal belts, MoT 07/05 £1600

1999 Plaxton Dart SLF 39 seats, low mileage, new engine and gearbox fitted by Cummins CAT and low emissions, MoT 8/05 £47000

1997 Volvo B10M Berkhof Axial, 51 seats, toilet, MoT 02/06 £57000

1990 Volvo Jonckheere Deauville, Low driver, 53 seats, MoT 03/06 £20000

1989 Volvo B10M Mk 3 Duple, 57 seats, lap & diagonal belts, MoT 07/05 £12000

1986 Volvo B10M Plaxton, 53 seats, MoT 12/05 £7000

All prices plus VAT

Contact Paul Worth Tel: 01608 677322

806/1014517/FC

BEDFORD 35 SEATER PLAXTON PARAMOUNT

3220 500 TURBO

6 speed gearbox, very good condition for year, belted, MoT and tax til May £3,750 + VAT

MERCEDES 709D 1989

20 seater plus two wheelchairs, tail lift, 3 pointed belts, MoT, tax September 05, good work horse, new Mercedes engine fitted 4 years ago

£2,750 + VAT

MERCEDES 407D

15 seater, tail lift, 9 seats plus 2 wheelchairs, nice little workhorse, MoT, tax til July £1,100 + VAT

BMW 318

AUTOMATIC 1986

Low mileage vehicle, two owners from new, very good condition, MoT and taxed til July £1600

£1600

01752 841300

(Cornwall)

SALE DUE TO ILL HEALTH

1 X 1995 VOLVO B10M M4
VANHOO 46/48 REC + COURIER
NEW ENGINE FITTED BY VOLVO
FEB 05 WITH 3 YEARS VOLVO
WARRANTY

Rear toilet & full servery, TV/video, Telma, tinted glass, curtains, blinds, alloys, P/A seat belts, Webasto heating, all white, new MoT

£49,000 + VAT

1 X 1995 VOLVO B10M M4
VANHOO 46/48 REC + COURIER
Rear toilet & full servery, TV/video, Telma, tinted glass, curtains, blinds, alloys, P/A seat belts, Webasto, heating, all white, new MoT

£46,000 + VAT

1 X 1990 VOLVO B10M M3
VANHOO 49 REC + COURIER
Centre toilet, TV/video, water boiler, fridge, P/A, all white, new MoT

£28,000 + VAT

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(Scotland)

806/101481/FC

806/1014364/FC

FORECOURT

Sale Due to Driver Shortage

1995 EOS 90 51st Exec
Air con, rear saloon WC, boiler, fridge, TV video, retarder, rear cont. door, courier seat
£53,950 + VAT

1994 EOS 90 49st Exec
Air con, rear saloon WC, boiler, fridge, retarder, rear cont. door, courier seat
£53,000 + VAT

Both with 12 months MOT

Or buy the two for
£100,000 + VAT

Phone Alan on **01761 434625**

EVERGREEN

1998 Neoplan Transliner G x 300 Air con, 49 recliners, nets, trays, toilet, drinks, telma, monitor video. Webasto, carpet, MoT Oct '05. Full spec coach in excellent condition
£49,000 + VAT

1999 Berkhof Axial/Dennis G x 300 53 recliners, MoT Dec '06. Excellent condition
£55,000 + VAT

1999 Berkhof Axial/Dennis G x 300 49 recliners, air con, toilet, drinks, carpet, white exterior, MoT Feb '06. Excellent condition
£63,000 + VAT

0121 559 1237



95 M Ford Transit 190 Minibus

25,000 kms, sliding lower entry door, rear underslung tail lift, double doors, 3 point seatbelts, direct council bargain
£4,750 + VAT

All credit cards accepted
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Mobile: 07766 670411
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2003 Mercedes 614 Vario Crest Conversion

24 seater hi back 3 point belts, air conditioned, double glazed. CD player, full moquette trim, walnut dash. Tow bar, MoT till April 2006. Immaculate condition

£38,500 + VAT
Ian Clarkson
01977 621000

2001 (Y) VOLVO B10M JONCKHEERE MISTRAL 50
51/53 recliners, centre demount toilet, air con, fridge, boiler, DVD with 2 screens, tested till Nov 05

1999 (T) VOLVO B10M JONCKHEERE MISTRAL 50
49/53 recliners, centre demount toilet, air con, tested till Nov 05. Choice of 3

Vehicles for sale due to replacement.
May consider part exchange
on 53 to 70 seat coaches

Tel: 07977 071466

2000 (W) BOVA FUTURA ZF AUTO

12 months MoT, 49 seats, air con, 2 TV monitors, centre fridge, centre toilet, low mileage, good condition, owned from new, pearlescent white
£105,000 + VAT

Birmingham International Coaches
0121 783 4004

806/1014701/FC

1983 LAG DAF GALAXY

53 seater, MoT 12 months, good condition for year
£5,750 + VAT

1994 TOYOTA OPTIMO

21 seater + courier, good condition, MoT Nov '05, curtains, forced air
£12,000 + VAT ono

Phone Gary
Tel: **01366 324307**
07767 304684

806/1014492/FC



(Rare Opportunity)
Optare Alero 2002 51 Reg

14 seats, gold, power doors. One previous owner. Replacing with new low floor, PSV tested. Sept 2005. V5 present
£25,00 + VAT ono

0161 643 4182 078960 789425

806/1014733/FC

1998 S Reg Mercedes 614D

24 H/B seats, 3 point belts, luggage racks, forced air and reading lights, colour TV/DVD, radio/PA, Crest conversion, full body kit, large twin fuel tanks, large dropwell boot, resprayed in white. Excellent condition, MoT Jan '06. Owner driver
Offers

Harwoods Travel
01702 342 742 or
077189 33086

806/1014653/FC

Hunters of Loanhead Offers for sale

1999 Volvo B10M Mk4 Van Hool T9

49 seater, centre sunken toilet, continental door, hot water boiler, video, monitor, seat belts, owned and maintained by us from new

£100,000 + VAT
Choice of 2

0131 440 0704

806/1014541/FC

2001 Mercedes 814 Plaxton Beaver 2

27 seats + 12 standees, air suspension, kneeling, manual, Telma, luggage pen. Taxed & MoT

£27,500

JP Travel
01695 571515

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Plaxton Cheetah 2002

29 seater + courier, TV/video/CD, PA system, forced air, reading lights, excellent condition. MoT and taxed

For further details
call **0131 333 4044**

806/1014634/FC

1992 VOLVO VAN HOOL

P.P, 49/53 Centre Demountable Coffee Machine Fridge, Telma, Webasto, Air Con, Ex shearings, Very Good Condition, new MOT
..... Price £35,750 + VAT ONO

1985 VOLVO PLAXTON 3500

49/53 Centre Demountable New Stretch Panels, Resprayed White, New M.O.T, Very Good Condition
..... Price £12,500 + VAT ONO

VOLVO B10M 1997 R REG PLAXTON 350 PREMIERE

53 seats, destination blinds, rear cont. door, new ECD, new auto gearbox, MoT Feb 2006, excellent cond.

£77,500 ovno + VAT

01706 759976

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Due to timewasters

1990 Volvo B10M Jonckheere Deauville 51 reclining seats plus courier with retractable seat belts. Rear sunken toilet. Continental door, wired for video and monitor. 12 months MoT. Good condition, engine has only done 78,000 miles since fitted May '02. Genuine Volvo re-con engine, new alternator, battery & other new parts
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Mobile: **07733 368749**
(Cumbria)

806/1014539/FC

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408D, 1989 P.P.15 High Back Coach Seats, Good Condition
..... Price £1950 + VAT ONO

MERCEDES BENZ

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33 seats, power door, 3 point belts, only 130,000 miles, can be used in outside lane on motorway, excellent condition

806/1014674/FC

£49,500 ono + VAT
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49 seats, TV/video, CD, air con and alloy wheels, etc.

This coach has been maintained to the highest standard and only used on our own tour work. It has also had all the necessary upgraded work carried out.

A great value touring coach ready to work
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1994 Bova Futura P/P

51 seats, air con. Full spec. New MoT

£35,500 + VAT

Travelsure
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806/1014556/FC

FORECOURT

VOLVO B10M'S

2 X 1991 PLAXTON 3500

57 seaters, all new seats, curtains, refurbished 2 years ago, radio, PA, TV, video, new MoT, excellent condition £21,500 ono each

2 X 1994 VAN HOOL T8

Refurbished 12 months ago, 57 seaters, all new seats and curtains, in swing entrance door. Radio, PA, TV, video, Telma, new MoT. Excellent condition £55,000 ono each

Tel: 01495 722555

1993 Scania Van Hool

50 seats, rear toilet, boiler, TV, video, Painted all white

£29,000 ono

Tel: 01642 605605
or 732452

806/1014723FC



806/1014722FC

1998 LDV Convoy Luxury 16 seater

Front entry, Concept conversion, drivers locker, overhead luggage racks, tinted windows, euroliner air con, CD player, DVD, tow bar, MoT Dec '05 £8,000 + VAT

1998 Mercedes V Class, petrol 6 seater

Cream leather upholstery, maroon colours, exceptional condition, fold in table, air con, tow bar £8,000 ono + VAT

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806/1014720FC

Set of 23 moquette bus seats to fit 709 Alexander Sprint

Good condition
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Kent/Sussex area

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or 07721 377720

806/1014726FC

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51/53 seats, air conditioned, TV/Video, radio PA, alloy wheels

£117,500 + VAT

P and J Ellis Ltd
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806/1014727FC

Day's Coaches Rotherham



806/1014730FC

MERCEDES 312D LWB MINICOACH
2874cc, 12 passenger seats plus crew seat, front entry, first reg 14/04/96 converted to coach Sept 01 by Concept Coachcraft, P.C.V. test to Sept 24 2005. Painted all white, a very tidy little coach, priced to sell £7000ovno

MERCEDES 8140 25 SEAT COACH

(Beaver power door, boot, interior luggage racks, permo heating) Crew seat, first reg Aug '89 by Mercedes and sold to me 28/11/97, still under 200,000 miles. In very good condition, very reliable, 25 certified belts

£6500 with new test due April 16 2005

MERCEDES 814D 33 SEAT AUTOBUS CLASSIQUE 2

Large boot, luggage racks with blowers and lights, saloon heaters, air door, curtains, first reg 1/10/94, MOT to Sept 27 2005

£17,000 ovno

Phone 01924 252239

806/1014728FC

82 Plaxton Viewmaster, 49 seater, all white repainted, retrimmed including roof etc. with belts & toilet, TV, Video, drinks, radio, cassette, PA, 1984, Test to 05 August 05. Drives like new £3,500 ono

84 Volvo B10M Duple Caribbean, 49 retrimmed seats with retracting seatbelts, toilet, etc, Radio/Cass/PA, all white, good tyres, drives well re-engineered chassis, good boot lockers, double-glazed £3,500 ono

Call Ray on 01709 586343
Or 07712 936 138

Photos available visit
www.zen36787.zen.co.uk

806/1014722FC

1995 VOLVO B10M CAETANO ALGARVE II
49/53 centre mounted toilet, drinks, air con, fridge, TV, video, radio, CD, repaint in any one colour, 1 year's MoT £48,000 + VAT

1988 VOLVO B10M PLAXTON PARAMOUNT 3200

59 seats, radio, CD, 1 year's MoT, repaint any one colour.
Factory made, not a conversion £17,950 + VAT

Brentwood Coaches
01277 233144

806/1014529FC

2001 Volvo Jonckheere Mistral B10M

51/53 seats plus wc, hot drinks, air con, tv and video, excellent condition

Taxed & tested

Reduced

£110,000 + VAT ono

Tel: 01539 720156

Mob: 07919 628249

1997 Volvo B10M Premiere 350

53 seats + courier, rear offside passenger door, still used on tours, MOT to Dec 05

£65,000 + VAT

Dawlish Coaches Ltd
Devon
01626 862525

806/1014738FC

1999 Mercedes 614

24 highback seats, Crest conversion, 3 point belts, blown air, reading lights, video, wood dash, Euroliners, 12 months MOT

£23,500 + VAT

Tel: 07702 554 857

806/1014731FC

(N) '95 Mercedes 814D

Coach built, bus, wheelchair lift, fully tracked, 14 highback seats, power entrance door, low mileage

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(R) 98 LDV 17 Seater minibus

High roof, highback seats, 3 pointbelts, 27,000 miles, Ford engine, white

£3,995 + VAT

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806/1014739FC

Ford Transit, Dormobile body

1993 L Reg, tailift, 4 high back seats (but have spare seats to up seat).

Repainted in cream.

PLG tested

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07960 789425

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1981 Leyland Gardner, Eastern coach-works 73 seats, MOT June 06, exterior yellow £4,000 + VAT

1984 Leyland Titan, Gardener swing door, 73 setas, tacho, camera/monitor fitted top deck to view pax only (Not CCTV), mot Aug 06, exterior cream £4,000 + VAT

1983 Leyland Olympian TL11 Northern Counties, 73 seats, mot April 06, exterior white £4,000 + VAT

All the above vehicles are unlettered & available en May 05, prices as above, please note all vehicles do not have belts fitted, photos available inside/exterior

Please call Paul Andrew 07884 441 717

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Mellor body, 31 high back seats + pen. MoT Dec. '05. Taxed, seat belted £6,500 + VAT

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26 seats, will upseat, belted. P/P. MoT Sept. '05. Taxed ... £4,200 + VAT

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(Junction 17 M4 Wiltshire)

01/X Vauxhall Movano 2.5 Diesel

14 seat minibus in white, black diagonal belts, radio cassette, side step, 30,000 miles, PSV tested 3/2/06 £7,500 + VAT

97/R Ford Transit

14 seater factory minibus in white. 2.5 diesel, black diagonal belts, radio cassette, ABS brakes. PSV tested 20/2/06. 48,000 miles £4,800 + VAT

97 P Ford Transit

16 seater 2.5 turbo diesel factory minibus, saffron yellow, automatic, electric front windows, radio cassette, diagonal belts, PSV tested 25/5/05. 78,000 miles £4,800 + VAT

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Dormobile body 1993, Allison Auto, 29 bus seats, MoT Oct 2005. Still in daily use £3,750 + VAT

MERCEDES 709D - 16 SEAT

1993, manual, Alexander body, highback seats, luggage pen, 3 point belts, cherished plate, MoT 5/2/06, ideal school, private hire etc. £6,750 + VAT

MERCEDES 709D - 29 SEAT

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49/53 retrimmed seats with belts, courier seat, toilet, coffee machine, radio, PA, extra seats and floor to upseat to 53 seats. Taxed & MoT'd, excellent runner, surplus to requirements, space needed

£5,000 + VAT

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Make px for 16 seat minibus

Leyland Olympian Low Height

1985, 69 coach type seats, tachograph Gardner engine, re-con five speed auto, new radio/cassette, PA sound system, MOT expires March hence

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53 reclining seats, power door, retractable belts, MOT, Ext white, Int one grey/one brown

Good condition, ready to work
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53 seats, retractable belts, express doors, MOT expired but good runner and sound bodywork

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1986 Bedford YMP Paramount

Cummins 180 6 speed, 38 reclining seats plus courier. Fully carpeted, seatbelts, (lapbelts), drinks master machine. Double glazed, tinted windows. MoT Sept '05, still touring, excellent condition

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(Somerset)

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52 seats Mot Dec '05
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25 seats Mot Sept '05
Automatic
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White, low mileage, excellent condition. 16 seats. 3 point belts. COIF MoT

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Mob: 07791 546975

1986 Volvo B10M Caetano Algarve 53 belted recliners, private plate, recent respray. MoT July '05 £8,500 + VAT

1986 Volvo B58 Plaxton Paramount 3200 57 belted seats, 1976 chassis rebuilt by Plaxton in 1986. MoT Dec '05 £4,500 + VAT

1996 LDV Convoy Minibus Concept conversion, 16 highback seats, with 3 point belts. 1 owner from new, MoT Sept '05 £4,250 + VAT

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01795 660088

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M Reg, 17 seat minibus, all with 3 point seat belts. MoT til August, PSV tested, COIF, tachograph fitted, service and safety records. Tinted windows, carpeted, roof rack. Excellent condition inside and out. Mechanically sound.

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53 very clean belted seats. MoT till June '05. All over white. Very clean reliable contract coach

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Mercedes 609 Spares Available

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1996 FORD IVECO

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Surplus to requirements, out of test, taxed 04/05, 55 retrimmed seats + courier, seat belts, excellent engine, gearbox, running gear

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ATTENTION OPERATORS BE AWARE

Under the End of Life Vehicles Regulations 2003 now in force, it is illegal to dispose of vehicles by other means than through a licenced dismantler operating an Authorised Treatment Facility.

The Environment Agency has now joined forces with the DVLA to keep track of all redundant vehicles to be scrapped.

MAKE SURE YOU USE A LICENCED OPERATOR

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The Environment Agency has now joined forces with the DVLA to keep track of all redundant vehicles to be scrapped.

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November 1998 Toyota Optimo Mk IV 22 seat midi-coach

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Toyota Optimo Mark III 18 and 21 seat midi coaches

September 1995 Optimo 21 seat Midi-Coach
A true midi-coach with passenger designed for passenger comfort. Features include full size coach seats, seat belts, reading lights and blown air, power door and boot. A super little coach.
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August 1994 Optimo 18 seat Midi-Coach
Features front entry power door, 18 highback seats, seatbelts, forced air, reading lights, boot, luggage racks, Euroliner wheel-trims & courier seat. Can be run as a 16 seater Non Tacho
£12,995.00 + V.A.T. Finance from £45 p/w



March 1994 Optimo 21 seat Midi-Coach
The Mk III first appeared in 1994, and this is a fine example of such a vehicle. Introducing a drivers door and an electric plug door as features for the first time. Blown air & reading lights as usual.
£12,995.00 + V.A.T. Finance from £45 p/w



Toyota Optimo Mark II 18 and 21 seat midi coaches

April 1992 Optimo 18 seat Midi-Coach
Can be run 16 seats as non tacho, full size coach seats, blown air, reading lights, large boot, power-door. Excellent condition inside & out.
£10,995.00 + V.A.T. Finance from £43 p/w



November 1991 Optimo 18 seat Midi-Coach
A very clean vehicle for its year. Large coach seats, blown air and reading lights in luggage racks and a large boot make this a very popular vehicle.
£8,995.00 + V.A.T. Finance from £37 p/w



August 1992 Optimo 18 seat Midi-Coach
Finished in white coachwork, this is a very clean vehicle. 18 High back seats, large boot, reading lights, power door & blown air are features of this vehicle. Can be run as 16 seater.
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Y REG RENAULT MASTER
TM33



2.2DCi, 5 speed, PAS, medium wheel base, O & H conversion, side loading door, 10 seats or 5 plus 3 wheel chairs, Unwin tracking, Ricon tail lift, one owner, ex NHS Trust, mint condition



T & V REG PEUGEOT BOXER



2.5 diesel, 5 speed, PAS, medium wheel base, high roof, side loading door with step, 10 removable seats, Unwin tracking, Ricon fully automatic tail lift, one owner mint condition, 36,500 miles only. Choice of 2.



X REG FIAT DUCATO



2.5 turbo diesel, 5 speed, PAS, long wheel base, high roof, 8 high back seat's plus 2 to 4 wheel chairs, Unwin tracking, Ricon tall lift, side loading door low entry, ex local authority. Only 25,000 miles



02 REG VOLKSWAGEN LT46



Kluster extended wheelbase conversion, 2.5 turbo diesel, Ex LWB with o/s/l emergency door, PASS, 16 high back seat's, low floor entry, Webasto heater, power side loading door with fold out ramp, ex demo, New wheelchair accessible mini buses



52 REG PEUGEOT BOXER



2.8 diesel turbo, 5 speed, PAS, long wheel base, high roof, SLD, 14 seats, Unwin tracking, luggage racks, Ricon automatic tail lift, Kirkhan conversion, one owner, 28,00 miles, mint condition, choice of 2.



Y REG TOYOTA HIACE



2.0 diesel, 5 speed, PAS, medium wheel base, low roof, side loading door with step, 6 seats of which 4 are removable, Unwin tracking, Ricon fully automatic tail lift, one owner mint condition, 22,000 miles only



T REG FORD TRANSIT 130 LWB



2.5 diesel, Mellor conversion, PAS, high roof, 12 high back seats, plus 3 wheel chairs, Unwin tracking, pls auto underfloor tail lift, side loading door with low entry step, ex authority, very low mileage



2001 X REG IVECO TURBO DAILY
50C11



2.8 diesel, Mellor vancraft conversion, PAS, 16 removable high back seat's, Unwin tracking, PLS underfloor t/lift, slam door low front entry, ex lease low mileage, 40-50,000 kms. 1



S REG IVECO TURBO DAILY
45.10



2.8 diesel, Euromotive conversion, PAS, 16 removable semi high back seat's, Unwin tracking, Ratcliff underfloor t/lift, power door, low front entry, ex council



V REG PEUGEOT BOXER



2.5 diesel, 5 speed, PAS, long wheel base, high roof, side loading door with step, 16 high back seats with three point seat belts, roof rack, one owner, good condition, 45,000 miles only, ex school, choice of 2



W REG VOLKSWAGEN
TRANSPORTER



2.5 turbo diesel, 5 speed, PAS, medium & long wheel base, 9 high back seat's, or 3 plus 1 wheelchair, Unwin tracking, Ricon tail lift, twin side loading door low entry, ex authority, 30,000 miles, mint condition



1998 - 2001 REG RENAULT
MASTER



2.5 diesel, 5 speed, PAS, short & medium wheel base, high roof, SLD with fold down step, 11 removable seats plus driver and pass, Unwin tracking. Choice of ramp or Ricon tail lift, one owner ex local authority, v good condition, low miles. Choice of 4



X REG FORD TRANSIT 190
HIGH CUBE



2.5 diesel, Mellor conversion, PAS, high roof, 8 high back seats plus 3 wheel chairs, Unwin tracking, PLS auto underfloor tail lift, full height side loading door with low entry, ex authority, very low mileage



1994 MERCEDES 709D AUTO
TRANSMISSION



Diesel, coachbuilt body, PAS, 8 to 24 removable semi high back seats, Unwin tracking PLS underfloor t/lift, power door front entry, one owner, ex local authority low miles



51 REG VOLKSWAGEN
TRANSPORTER



2.5 turbo diesel, automatic, PAS, ex long wheel base, 4 high back seats, plus 2 wheelchairs, Unwin tracking, Ricon tail lift, side loadin door low entry, ex authority, only 32,500 miles, mint condition



2000 IVECO TURBO DAILY
45-10



2.8 diesel turbo, Irisbus & mellor conversion, p.a.s, high roof, 16 - 14 removable high back seat's, unwin tracking, pls underfloor tail lift, Front entry door low front entry, ex nhs, choice of 2



1999 - 2002 REG RENAULT
MASTER



2.5 diesel, 5 speed, PAS, long wheel base, high roof, 8 - 15 removable seats, Unwin tracking, choice of lowering suspension & ramp or Ricon tail lift. One owner, ex local authority, good condition, low miles. Choice of 5



P REG MERCEDES 609D



Manual & automatic transmission, coach built body, LWB, PAS, power door with low front entry, 16 - 24 removable high back seats, Unwin tracking, Ratcliff & PLS tail lift, Eberspacher heater, ex local council, good condition. Choice of 6



M REG MERCEDES 609D
CUNLIFFE COACH BUILT BODY



LWB, PAS, Full height electric power door with low front entry, can take up to 20 removable seats, Unwin tracking, Ricon tail lift, Eberspacher heater, ex local council, good condition, P/X, choice of 2



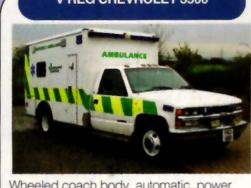
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V REG CHEVROLET 3500



Wheeled coach body, automatic, power steering, lwb, air susp, side loading door, 2 near side fold up seats that fold to a bed, easy load stretcher, full air con, high spec, lots equipment, one owner, mint con. Choice of 2



2001 X & Y REG RENAULT
MASTER T35D



2.5 diesel, 5 speed, PAS, LWB, UVG conversion, SL door with fold down step, 9 seats of 5 plus 3 wheel chairs, Unwin tracking, Rolac ramp, piped oxygen, one owner full Renault main agent service history. Choice of 4



R REG MERCEDES SPRINTER
312D



2.8 turbo diesel, UVG lazer body, PAS, LWB, side door, twin York 4 stretchers, with seat backs, bulk head door, Eberspacher heater, strobe blues & siren, one owner good condition, choice of 4



1999 V REG RENAULT MASTER



Front, TH35d, 2.5 diesel, 5 speed, PAS, long wheel base, side loading door, 5 seats, plus stretcher, Rolac ramp, Unwin tracking, blues & twos, high spec, piped oxygen etc., one owner mint condition



R REG FORD TRANSIT



2.5 turbo diesel, UVG, laer body, 2.5 turbo diesel, PAS, LWB, 2 x rside seats that fold down to a bed, o/s single easy load stretcher, strobe blues & siren, seen lights, etc, one owner, good condition. 1

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These superb vehicles feature front entry lowered step, 16 full size M2 reclining highback seats, 3 point seatbelts, bonded Panoramic windows, body skirt kit, stainless steel Euroliners, blown air, reading lights, extended coach rear end with huge boot, stereo, ABS braking, walnut dash and more. The very best available

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51 REG LDV CONVOY 16 SEAT FRONT ENTRY TURBO

Features front entry lowered step, 16 highback seats, 2.5 Ford Turbo Diesel, luggage racks, Euroliners, low mileage, long test. Excellent condition

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Y 2001 LDV CONVOY 16 SEAT FRONT ENTRY

Features front entry lowered step, 16 high back M2 seats, 3 point belts, luggage racks, 2.5 Ford Di and gearbox, Euroliner wheeltrims, finished in white

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R98 - 03 PLATE REG LDV CONVOY 16 SEAT HI-TOPS

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MERCEDES



X REG MERCEDES 311 CDI 16 SEAT SPRINTER

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W2000 MERCEDES 814 VARIO 24 SEATER

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898 TOYOTA OPTIMO MKIV 22 SEATER

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N95 TOYOTA OPTIMO MKIII 21 SEATER

Features front entry, power door, 21 highback full size coach seats, forced air, reading lights, finished in white, superb condition.

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Finance from £49p/w



M REG TOYOTA OPTIMO MKIII 18 SEATER

Features front entry power door, 18 highback reclining seats, seatbelts, forced air and reading lights, stereo, large boot, full test, good value. **Can be run as a 16 seater non Tacho**

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L94 TOYOTA OPTIMO MK3 21 SEATER

Features front entry power door, 21 full size high back reclining seats, seatbelts, forced air, reading lights, boot, full test, excellent condition

£12,995 + VAT
Finance from £45p/w



K REG TOYOTA OPTIMO MKII JUST ARRIVED

Features 18 highback reclining seats, large boot, forced air, reading lights, power door. Full test, good condition. **Can be run as a 16 seater non Tacho**

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WHEELCHAIR ACCESSIBLE



X2000 MERCEDES VARIO 24 SEAT WHEELCHAIR ACCESSIBLE

Features front entry power door, 24 highback coach seats, 3 point belts, full flat floor with full wheelchair tracking, underfloor cassette tail lift. Walnut dash, 1 owner, excellent condition

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2003 FORD TRANSIT 280 LUXURY 8 SEATER

Features a brand new Holloway conversion with 8 highback luxury full size coach seats, 3 point seatbelts, bonded tinted windows, beautifully trimmed interior, w/chair tracking with only 10000 miles recorded. Manufacturers warranty. Finished in claret metallic. Superb

£14,995 + VAT
Finance from £62 p/w



P REG RENAULT Espace 12 SEATER

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W2000 FORD TRANSIT 14 SEATER

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1999 FORD TRANSIT 16 SEATER

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N REG MERCEDES 609 20 SEAT WHEELCHAIR ACCESSIBLE

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53 PLATE FORD TRANSIT 280 LUXURY, 8 SEATER

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Finance from £62 p/w



J REG TOYOTA OPTIMO MKII 18 SEATER

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Finance from £37 p/w



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1996 VOLVO B10M JONCKHEERE DEAUVILLE, 49 reclining seats, centre sunken toilet, continental door, fridge, drinks dispenser, wired for video & monitor. Interior - grey/red. Exterior - white.

1995 VOLVO B10M JONCKHEERE DEAUVILLE, 51 reclining seats, centre sunken toilet, continental door, wired for video & monitor. Interior - blue. Exterior - white.

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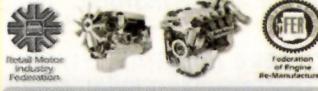
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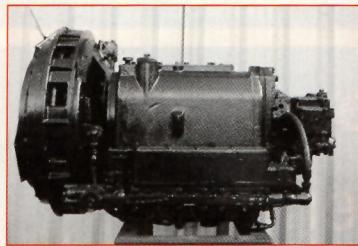
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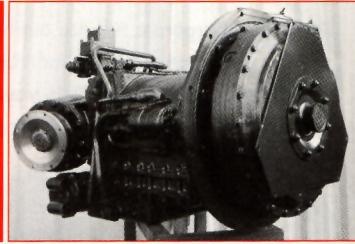
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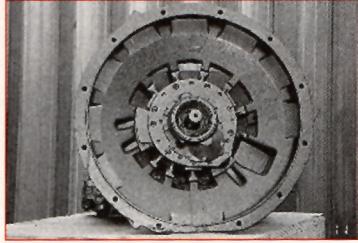
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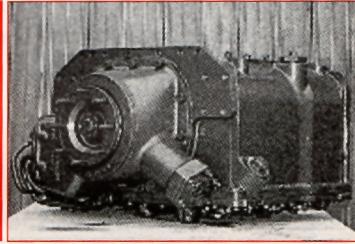
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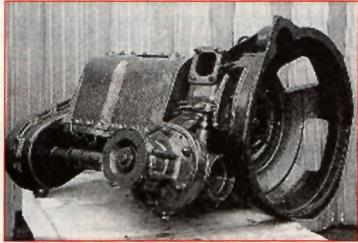
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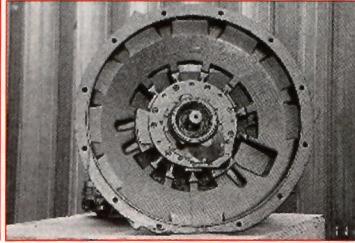
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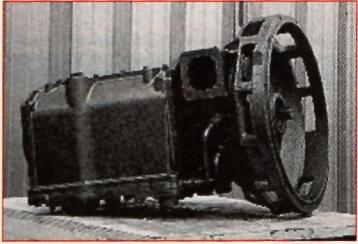
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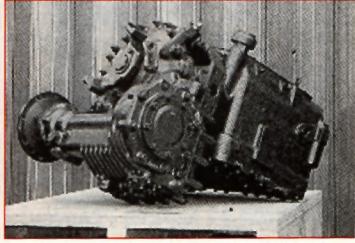
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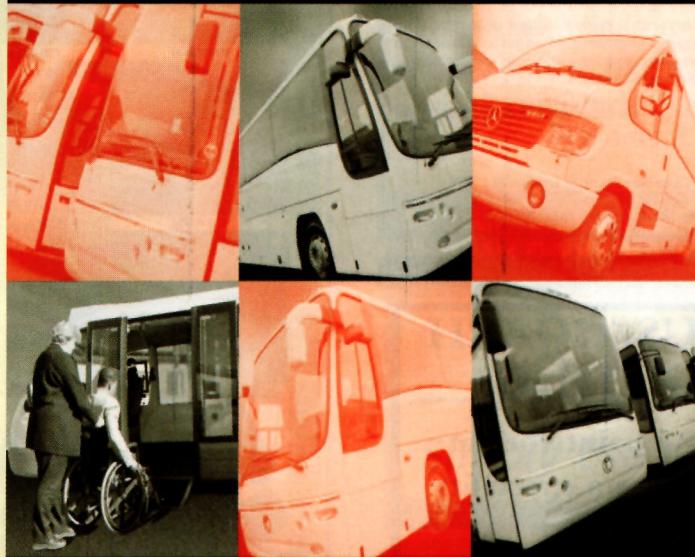
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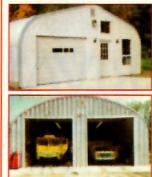
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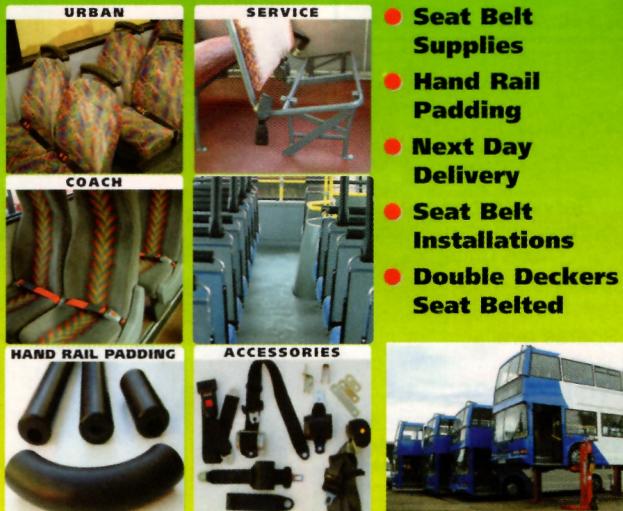
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Pair of Volvo B7Rs for The Travellers Choice

Reliability was the major factor in The Travellers Choice taking delivery of two new Sunsundegui bodied Volvo B7Rs.

The pair brings the all Volvo fleet of the Carnforth based operator to 60 vehicles. The two new Volvo B7Rs will fulfil the same role, but will not share the same livery.

One of the new coaches will be liveried in the operator's traditional colours, whilst the second will carry Trafalgar Tours livery for this season. Both coaches will be used on incoming tour work throughout the UK and the Irish Republic.

Both vehicles have a 53 seat interior layout and are equipped with flat screen TVs and DVD players and are fully air conditioned. The chassis specification combines ZF automatic gearbox linked to the Volvo D7C engine.



Solo is largest bus in Wigglybus fleet



Passengers between Marlborough and Calne are the latest bus users in the country to benefit from low floor accessibility, as Wiltshire County Council introduces a new Line 43 service as part of its award winning 'Wigglybus' initiative.

Purchased by the Council but operated on its behalf by APL Travel of Christian Malford, the bus provides a timetabled service, which also stops for pre-booked request passengers, and can deviate into many of the smaller villages either side of the A47 trunk road on request. The 'Wigglybus' concept was first introduced by Wiltshire County Council in 2003 and the Council has now purchased nine buses, which operate supported routes. These also deviate from their core routes to pick up and set down passengers.

The 27 seater, which is fitted with rear destination indicators, is the largest bus in the 'Wigglybus' fleet, but making a useful impact on passengers, particularly as they had to change buses prior to the creation of Line 43.

MacLeods Coaches take Mercedes-Benz 0814 Vario

Harry Ferguson Coach Sales Ltd has recently supplied MacLeod Coaches of Rogart, Sutherland with this new Mercedes-Benz 0814 Vario converted by KVC.



The vehicle is wheelchair accessible and features a Ricon underfloor lift, luggage racks, radio/CD player, lap and diagonal seat belts and an inward opening power door.

Esker for Scotline Tours

Scotline Tours of Edinburgh have recently purchased their third vehicle from the Mercedes-Benz Esker range. The 1223L



Esker Touring features 34 Ergos seats with piping cord and leather headrests, gangway carpet, toilet, two sinks, fridge, double glazing, air conditioning, Euroliners and Webasto pre-heater.

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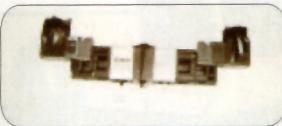
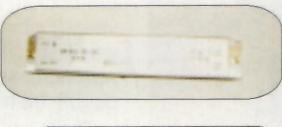
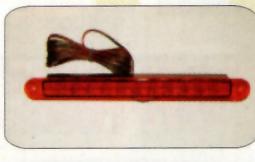
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